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American Railroad Journal.

New York Saturday, October 17, 1868.

Interest on Virginia State Bonds.

The following is a copy of the reply of the Governor of Virginia to a communication which had been referred to him by the Commanding General, asking that the interest on the State bonds held in Europe be paid at once, for the reason that Europeans cannot be made to understand why there should be a suspension of payment now that the war is over, and because the delay is seriously injuring the credit of the State abroad, and urging prompt payment of the interest due foreign bondholders as the only means of restoring it to a healthy basis:

The subject matter of the within letter has been frequently brought to my attention, and what has been supposed to be the superior claim of foreign bondholders has been urged with great earnestness and force of language, but I am not able to appreciate the claim which is made, but rather place the obligation of the State upon a higher ground than the one indicated, to wit: the moral obligation to pay in full, and at the earliest practicable moment, all of the State's indebtedness; failing to pay in full at present, then to distribute the largest per cent. possible among all creditors. If, however, any discrimination could be made, it should be in favor of widows and orphans, the helpless and distressed, who need for their pres-

ent necessary maintenance and support the accrued interest on State bonds held by them. But even this peculiarly strong and meritorious claim has not, thus far, been esteemed sufficient to warrant the giving any preference or priority in payment, and I believe that, independent of special pecuniary interest, the policy of an equal distribution will finally command the approval of all the creditors of the State, and establish her credit on the firmest basis. The practical repudiation of any portion of the State indebtedness would receive the severest censure of the people, without regard to partisan feelings or political associations; and they would undoubtedly now cheerfully submit to an additional tax to be levied for the purpose of paying the installment due on July last, feeling themselves more than compensated for the temporary inconvenience it might occasion by the consciousness that they had discharged to the utmost their just liabilities. Therefore, I cannot recommend the payment of foreign bondholders before a like payment has been made to all others, but would respectfully urge such additional taxation, at once, as will enable us to pay four per cent. to all bondholders on the 1st of January, 1869.

Union Pacific Railroad.

The Vice President of the Union Pacific Railroad Company, THOMAS C. DURANT, Esq., has addressed a letter to the President of the United States in reference to the recent appointment of a special commission to examine their road, in which he says: "If the commission includes all roads receiving similar government subsidies and bonds this company will regard the appointment with satisfaction; but if no other is included it becomes evident that the government has listened to representations of an unfavorable character regarding our work, and which justice requires I should contradict. I think it my duty, therefore, to assure your Excellency that the Union Pacific Railroad is at least equal to any of these other lines in construction, appointments and permanent improvements, and that you ascertain the thoroughness and excellence of this work by reference to Generals Grant, Sherman and Sheridan, who lately passed over the line. I can also furnish the names of many of the most eminent practical railroad men in the country to corroborate these statements from personal knowledge. I respectfully request that the commissioners be instructed to include all the roads in the examination, and to report in detail on the comparative

qualities of each. To any test this road shall cheerfully submit, only asking to be protected from unnecessary delays, which are as hostile to the interests of the country and the safety of the settlements along our route as they would be unjustly expensive to ourselves."

West Side Elevated Railway.

At a recent meeting of the directors of this company it was reported that the necessary legal steps had been completed for the extension of the railway. The result of surveys for fixing the line of the road was submitted, and after discussion was referred to the chief engineer with power. The proposals for the immense quantities of iron work required for the road were opened and the terms found to be generally more favorable than were anticipated. Some of the most important contracts were concluded, and work has begun on them. The machinery for the half mile already constructed, which is to be the test of the adaptability of stationary motive power, was reported as nearly finished, together with the vault at the corner of Greenwich and Cortlandt streets, intended for its reception. The cars will run over this section about the 1st of November. The remainder of the railway will be built to permit of the use of "dummies," if advisable. Owing to legal delays the sale of securities of the company had not been pressed of late, but it is now determined to proceed as rapidly as possible to raise money and build the road.

Massawippi Valley Railroad.

The Contracting Committee will receive proposals until the 9th prox., for the grading, masonry, bridging, cross ties and fencing of this road from the northern terminus of the Connecticut and Passumpsic Rivers Railroad, at the boundary line at Stanstead, to the Grand Trunk Railway, near the village of Lennoxville, P. Q. Also a branch from the main line to the Bryant Place, near Rock Island. Tenders are invited for the whole, or by sections, to be completed by the 1st of December, 1869, or for doing the work and furnishing all the materials, the same to be completed ready for use by the 1st of July, 1870. Communications should be addressed care of A. P. Ball, Secretary, Stanstead. H. N. Chamberlin, Esq., is Engineer of the road.

Atlanta and West Point Railroad.

The earnings of this road for the fiscal years ending June 30, 1867 and 1868 were as follows:

	1867.	1868.
From passengers.....	\$158,911 41	\$122,389 58
" freight	208,638 38	205,733 05
" mails	6,582 44	7,028 07
" express	12,739 77	8,763 24
" miscellaneous....	4,624 81	7,157 14
	\$391,476 81	\$351,071 08

Expenses, viz:

Conducting transp....	\$62,202 14	\$56,832 48
Motive power	72,923 46	71,216 50
Maintenance of way....	72,676 55	72,618 11
Maintenance of cars....	11,574 15	9,538 43
	\$219,376 30	\$210,205 52

Earnings less expenses. \$172,100 51 \$140,865 56

From which deduct extraordinary expenses in 1867-'68, viz:

Rent of cars	\$2,636 99
Taxes	2,960 86
Old claims, judgments, etc.	7,100 00
Renewal of engines	10,000 00
New cars	4,000 00
Re-rolling iron rails	2,500 00
	29,197 85

Balance.....\$111,667 71
Deduct two dividends of 4 p. ct. each. 98,576 09

Leaving a surplus of.....\$13,091 71

In 1867 the extraordinary expenses were \$103,229 12, leaving the balance of earnings at the close of that year, \$68,880 39.

The percentage of ordinary expenses to gross earnings in 1868, was 61 against 56 for the previous year. The President in his report says:

By the report of the Superintendent, it appears that the gross receipts for the past year were \$351,071 08; and expenses, ordinary and extraordinary, \$239,403 87; leaving net earnings for the year, \$111,667 71; from this two dividends have been declared, \$4 each, \$98,576; leaving surplus to required fund, \$13,091 71.

This result is fully equal, it is believed, to the expectations of the stockholders, and therefore realizes the anticipations of the superintendent, in his last annual report. Whether results as favorable may be expected in future, depend on so many contingencies, which the wisest cannot foresee, that it is perhaps idle to speculate upon the subject. The past history of the company has been one of unparalleled prosperity; but the stockholders have not expected that the prosperity of former years would be continued without interruption. So early as 1851 they were reminded of this in the annual report of the directors. In 1853, on the same subject, they were reminded of a probable increase of competition and lessened profits; but the hope is there expressed that the "local business" would pay fair "remunerating dividends to the stockholders." In 1857 the board say, in the annual report: "Our travel from distant points, known as through travel, will be doubtless affected by the progress of Western and Northwestern improvements; but the board has never placed any permanent reliance on this source of income. A good local travel and traffic can only give certain value to railroads as reliable investments," &c. In fact, during the whole period of our unrivalled prosperity, the stockholders were annually reminded, in reports or speeches, of the probability of reduced profits from increased competition; but the hope is as constantly expressed that the local business might be fully relied on for reasonable dividends.

The opinion expressed in the annual report of the Georgia Railroad for 1867 has been constantly recognized and adopted by the Directors of this: "It may, perhaps, be safely admitted (says that Report) that we shall suffer still further by competition for distant or through travel. Roads

continue to multiply, and especially in the South-west; and the tendency is to cut off every angle and take the most direct route between important points. This travel is already divided between so many competing lines that it is scarcely worth the cost of competition. As a general rule, the conviction is gaining strength that no road should be built as an investment, unless its local business will pay an interest on the cost. The only exceptions will be a few great thoroughfares, the shortest and most direct between certain important points, and presenting such advantages, in distance and business attractions, as to shut out all competition."

The board has dwelt somewhat upon this subject, as it has been charged in some quarters that the directors have been supinely inattentive to the progress of competing improvements, against which a proper vigilance might have guarded. It will be seen that the charge of ignorance and inattention is utterly groundless; and how the directors could have stopped the improvements of averted the danger, is not very apparent.

The competition came, as was foreseen and predicted from the first. The route by Macon, Columbus and Opelika was completed. The route by Grand Junction and Jackson to New Orleans was completed. The Mobile and Ohio Road was completed; and by all these routes we suffered in through travel; yet but for the war, it is by no means certain that our highest receipts would not have been fully maintained. We had always underestimated the compensating increase of local business from the progressive improvement in the resources of the country, when not disturbed by abnormal causes. The competition came; but despite of it, our income, and what was more important, the elements of a local, reliable business, continued to improve. In 1855 the receipts were \$251,076, and cotton transported 44,550 bales. In 1860, the last year before the war, the receipts were \$418,036, and cotton transported on the road, 72,906 bales!

The country immediately tributary to our road—in fact the whole South—was in an enviable state of progressive prosperity. The war came; and when peace returned, the effect upon the local resources of the country was painfully apparent! In 1866 the cotton transported was 29,584 bales, in 1867, 18,275 bales, and for the year just closed, 45,507 bales. After the close of the war the gross receipts were influenced by several causes, temporary in their nature, and indicating rather the wants than the resources of the country. But the elements of prosperity most reliable are best indicated by exportable productions. We are pleased to see some improvement in cotton shipped the last year over the preceding; but a full restoration of former resources is scarcely to be hoped for, at least for many years.

The Superintendent reminds us that we may look for further competition in travel "by an anticipated opening of an all rail route between Atlanta and Selma, via Kingston and Rome." This route, when opened, will evidently take the travel between Selma and Kingston, as points; but on the completion of the Selma and Montgomery Road, any competition between Atlanta and Selma and points beyond is not much to be dreaded. It will be perceived that the changed condition in our situation and prospects may be mainly attributed to the war, by which so many other important interests in the country have been destroyed. Some of the causes have been common to other roads, but some others have borne with peculiar severity on ours. Notwithstanding these discouraging circumstances, the board is inclined to agree with the Superintendent, who says, in his report: "I yet maintain an abiding confidence in our ability to pay reasonable dividends to the stockholders, and in an ultimate increase of business and net profits." In the present condition of our country any confident opinion cannot well be formed; but the stockholders will not likely think this opinion unreasonable, when it is recollected that much less than one half the average annual net profits of the company before the war, will pay dividends of eight per cent. The board will

not enlarge on these subjects. We have suffered by the progress and completion of rival improvements, and will suffer further from the same cause. This was foreseen and predicted from the beginning of our enterprise. We have suffered still more from the war and its direct and indirect consequences. That was not foreseen or predicted. But we should not complain or despond. This destructive scourge has left us in much better condition than most other Southern Roads. We have a very small capital, and the cheapest road, perhaps, that was ever built anywhere. We are not embarrassed by debt. We owe no floating debt, and our funded debt, beyond immediate means, is too insignificant to notice. We have still a very reliable business beyond competition. The board is pleased to learn that the Montgomery and Selma Road will probably be completed at an early day, and that the Pensacola extension of the Alabama and Florida Road will soon be rebuilt. These improvements completed, and our road has the following position, giving assurance of reliable business beyond competition:

1st. At its eastern terminus it has the growing and prosperous city of Atlanta, which must always attract a local traffic and travel.

2d. It runs through a well-settled and productive country its entire length, the local business of which of course belongs to it.

3d. The travel between Atlanta and Columbus, Montgomery, Pensacola, Mobile, New Orleans, Selma and all points West. What Southern Road is in better condition, or with fairer prospects? Amid the wrecks of fortune scattered about us, we should not undervalue what we have, because we were once better off. Instead of complaining of what is lost, we should be grateful for what remains to us. A continuance of the large dividends we once enjoyed was not to be expected; but, with good management and close economy, it is believed that our stock will continue to be a valuable and productive investment.

It is proper that the board should inform the stockholders that the expense of management has been increased \$3,000 per annum, for that amount as increased compensation to the Macon and Western Railroad Company, for the use of six and a half miles of their road. That part of the road was destroyed in the war, and it was deemed only just and equitable that our road should bear one half the loss.

The company have 14 locomotives, 6 passenger, 4 baggage, 1 express, 2 cab, 1 shanty, 49 box, 15 stock and 21 platform cars. Number of through passengers carried, 10,975; way do., 32,007—total, 42,982, against 47,253 in 1867, a decrease of 4,271. Tons of freight transported, 40,480 against 46,569 in 1867—a decrease of 6,089.

The assets and liabilities of the company July 1, 1868, were as follows:

ASSETS.	
Road outfit and real estate	\$1,200,230 26
Bills receivable	22,779 20
Ala. and Fla. R. R. Co., for interest.	11,861 50
Supply fund	2,500 00
Due by agents and companies	33,716 01
Balance due on Jno. D. Gray & Co.'s note	2,627 51
Cash	48,568 16
	\$1,317,282 64
LIABILITIES.	
Capital stock	\$1,282,200 00
Bonds of the company	47,000 00
Dividends unpaid	2,252 00
Due to agents and companies	4,360 62
Profit and loss	31,470 02
	\$1,317,282 64

President.—HON. JOHN P. KING.

Directors.—R. Peters, Jesse McLendon, John E. Robinson, W. B. Berry, F. Phinzy, J. F. Moreland.

Gen'l Superintendent.—L. P. GRANT.

Secretary and Treasurer.—WILLIAM P. ORME.

Hartford and New Haven Railroad.

The earnings of this road for the years ending August 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	\$941,536 18	\$891,091 20
" freight	625,992 72	632,454 06
" expresses	114,007 61	114,709 50
" mails		55,627 28
" rents, etc.	3,798 08	3,452 35
	\$1,685,334 59	\$1,697,334 39

Expenses, viz:

Repairs of road and bridges, including new	\$255,780 32	\$326,427 99
Wood, coal and oil ...	117,382 08	96,318 14
Material and labor on engines and cars. . .	257,847 31	224,888 38
Transp. account and general expenses. . .	286,669 80	325,867 95
Station repairs and improvements, including new structures. .	62,786 95	48,009 83
Lost and damaged goods, gratuities, etc.	2,552 44	3,472 79
	\$982,518 90	\$1,024,935 08
Net earnings	\$702,815 69	\$672,399 31
Interest and taxes	158,818 80	190,808 50
Balance	\$543,996 89	\$481,590 81

Compared with the previous year the gross earnings of 1867-'68, show an increase of \$11,999 80, with an increase in operating expenses of \$42,416 18—making the decrease in net earnings, \$30,416 38. The balance remaining after the payment of interest and taxes is less than that of the preceding year by \$62,406 08. Only about \$20,000 of the receipts for mail service belong to the earnings of the year, the balance is for mail service performed in previous years. The difference in the gross receipts from passengers results from the fact that a sum of \$19,154 was collected during the preceding year from Government, and credited in the accounts for that year, on old claims for transportation of soldiers during the war. The President in his report says:

It will be observed that the expenditures have somewhat exceeded those of the preceding year. The largest item of increase will be found in the charges for repairs of road and bridges. The wearing and breaking of rails, by the severity of the last winter, upon the railroads generally, throughout the north, is well known. Our road, in common with others, suffered seriously from this cause, and although a very considerable number of rails were found broken during the winter, and a large number of others so far crushed and injured, as to be unfit for further use, we were so fortunate as to escape any serious accident; but the spring found us almost destitute of rails fit to place in the track; we had laid 600 tons new rails in the previous autumn, and 1,100 tons have been provided during the present season, in addition to which a further quantity of 1,000 tons has been contracted for to be delivered and laid before winter. The short duration, and liability to breakage of the common rails now offered in the market, have conduced to convince us that rails of a superior quality for the supply of our road are demanded, by a proper consideration for the safety of our trains, as well as for true economy in operating the road. One thousand tons of steel headed rail have been provided and most of it placed in the track during the present season, and a further order for 500 tons of same quality is soon to be delivered, as is also a lot of 500 tons iron rails of superior quality now being manufactured in England, at a cost considerably exceeding that of the common rails we have used previous to the present year. Experience with these different kinds of rail will en-

able the managers of the road to form some reliable opinion whether either of them, or an entire steel rail will be most desirable for the company's future use. In addition to the increased expenditure for the larger quantity and increased cost of rails, we have during the present season constructed an additional track between Windsor Locks station and the west end of the Connecticut River Bridge, and continued the same by an additional line of rails across the bridge, so that the double track is continuous now between Windsor Locks and Warehouse Point stations, where heretofore it has been single. This improvement, the cost of which is included in the item of repairs of road, will remove a cause of frequent delay to trains as well as hazard of accidents.

The new bridge at Windsor was completed during the autumn of last year, and the remainder of its cost is also included in the charge for repairs of road and bridges.

The new freight house at Springfield, mentioned in our last report as under construction, was completed and occupied about the 1st of January last, and in connection with the changes of track made practicable by this improvement, has greatly facilitated the business at that station.

Additions to the equipment of the road have been made, as heretofore, during the year just past. One new locomotive of the first class, has been turned out of the shop, and is now at work. Another of the same grade is nearly completed. Our entire motive power is now in excellent condition to meet any emergency which the business of the road may create.

The important freight and passenger depot of the company at the steamboat dock at New Haven, has been since the original construction of the road, established on ground held under a lease from the Tomlinson Bridge Co., and although this company was the owner of nearly the entire stock of the Bridge Co., yet for various reasons it was thought advisable that this company should acquire the title to these grounds. The Board of Directors therefore passed resolutions, under the authority of the statute providing for such cases, for taking, for additional depot ground, all the property of the Bridge Co., lying south of the Bridge causeway and west of the channel of the harbor. The amount to be allowed to the Bridge Co., for this property was adjusted by agreement, at \$142,332 30, and this amount, charged in our accounts to the cost of the road, and an equal amount credited against the advances heretofore made to the Bridge Co., and the cost of the Bridge Co.'s stock held by this company, leaving the general result the same.

The Board of Directors, (in conjunction with the directors and stockholders of the New Britain and Middletown Railroad Co., and in pursuance of authority conferred by the stockholders at their annual meeting in 1866,) proceeded on the 19th day of August last to perfect the merger and consolidation of the New Britain and Middletown Railroad with the road of this company. The effect of this merger was to place 1,500 shares of the capital stock of this company, converted from stock of the New Britain and Middletown Co., upon our books to the credit of the Treasurer in trust, and this company having also authority under previous legislation, to issue 1,500 additional shares of capital stock, the Treasurer was authorized and directed to distribute pro rata, among the several stockholders, the whole 3,000 shares of new stock, which distribution is now in process of execution.

The cost of the stock of the New Britain and Middletown road, and the amount advanced for the indebtedness of that company, have been charged to the cost of the road, and those accounts balanced. The capital stock account has been increased \$300,000, for 3,000 shares stock added, and the contingent fund account reduced to the same amount.

A compromise of our long standing differences with the General Post Office Department was effected in October last, and an amount agreed on for past services was paid, and since that period

we have received regular payments on account of mail service.

No change has occurred in regard to our claims against the New York and New Haven Railroad Co.

A quarterly dividend of three dollars per share, free of Government tax, has been declared payable on the 1st of October.

The number of miles run by passenger trains during the year was 315,540; by freight trains, 176,863; by express freight trains, 23,706; by other trains, 59,939—total, 576,048, which is 29,935 miles in excess of the preceding year. Number of passengers carried, 931,821. Tons of freight carried, 380,123. Decrease in passengers, 19,807. Increase in freight, 25,883 tons.

The income of the company from all sources during the year was as follows:

Cash on hand, September 1, 1867..	\$166,963 06
Earnings of the road	1,697,334 39
Sales of real estate, etc.	6,867 44

Total \$1,870,664 89

Thus accounted for—

Dividends	\$422,566 00
Interest	57,526 51
Operating and repairing road	1,008,829 24
Tomlinson Bridge Co., for depot grounds, New Haven	49,332 30
Steamboat "Orient"	3,445 36
Real estate in Conn.	4,975 10
Balance debts due the Co.	20,184 52
State and National taxes	133,281 99
Cash	170,573 87

Total, as above \$1,870,664 89

The following from the Ledger presents a general statement of the affairs of the company September 1, 1868.

Capital stock	\$3,300,000 00
Bonds	927,000 00
Contingent fund	314,848 84
Reserved fund	150,000 00
Profit and loss	211,590 81
Dividends unpaid	7,227 00
Debts due by the company	69,221 79
	\$4,979,883 44
Railway, depot grounds, buildings, etc.	\$3,407,284 76
Real estate, land, dwellings, etc.	131,522 43
Bonds purchased.	37,000 00
Tomlinson Bridge stock	8,888 67
Advance to Tomlinson Bridge Co.	1,760 30
Equipment, engines and cars	254,000 00
Wood, stock and tools on hand	189,385 47
Debts due the company, including account due from N. Y. & N. H. R. R. Co., and funds in the hands of agents	410,145 88
Connecticut River Bridge	176,577 36
Steamboat "Orient"	193,094 70
Cash	170,573 87
	\$4,979,883 44

President.—W. P. BURRELL.

Directors.—W. P. Burrell, Chester W. Chapin, Cornelius Vanderbilt, Ezra C. Reed, Eli Butler, Julius Catlin, C. M. Pond, H. C. Robinson, E. G. Howe.

Secretary.—S. P. CONNER.

Treasurer.—C. M. POND.

Superintendent.—E. M. REED.

The Union Pacific Railroad has been completed to Green River, Utah, 850 miles from Omaha. It was the original intention to cease operations at Green River for the winter; but the road is to be pushed on to the Bear River Mountains, where Brigham Young's contract for grading commences.

Indebtedness of Railroad Companies to the United States.

MONTHLY STATEMENT of the Account between the United States and Railroad Companies indebted to the United States, for the sale of Military Railroad Property under Executive Orders of August 8 and October 14, 1865, and orders of the Quartermaster General, for the month ending the 31st day of August, 1868.

Name of Company.	Value of property sold.	Interest on same to Aug. 31, 1868.	Total to Aug. 31, 1868.	Balance of principal unpaid, Aug. 1, 1868.	Balance of interest unpaid, Aug. 1, 1868.	Total principal and interest unpaid, Aug. 1, 1868.	Interest for the month of Aug. 1868.	Total interest due and payable, Aug. 31, 1868.	Balance of installments unpaid, Aug. 1, 1868.	Total installments due and payable, Aug. 31, 1868.	Total interest and installments due and payable, Aug. 31, 1868.
1. Alexandria, Loudoun and Hampshire...	\$62,592.96	\$12,204.64	\$74,797.60	\$62,592.96	\$12,204.64	\$74,797.60	\$388.11	\$63,185.71	\$62,592.96	\$63,185.71	\$63,185.71
2. Atlantic and North Carolina.....	51,453.93	8,541.46	59,995.39	27,096.08	27,096.08	52,892.16	57.14	52,949.30	52,892.16	52,949.30	52,949.30
3. Alabama and Florida.....	51,912.00	6,125.95	58,037.95	9,216.51	9,216.51	67,254.46	69.88	67,324.34	67,254.46	67,324.34	67,324.34
4. East Tennessee and Georgia.....	866,183.02	76,987.99	943,171.01	850,447.58	7,048.52	857,496.10	2,172.77	859,668.87	850,447.58	859,668.87	859,668.87
5. East Tennessee and Virginia.....	265,655.65	56,243.78	321,899.43	249,228.81	4,429.51	253,658.32	1,545.22	255,203.54	249,228.81	255,203.54	255,203.54
6. Edgefield and Kentucky.....	114,772.86	28,716.09	143,488.95	114,772.86	21,473.00	136,245.86	711.59	136,957.45	136,245.86	136,957.45	136,957.45
7. Knoxville and Kentucky.....	12,335.63	1,598.35	13,933.98	9,544.89	175.63	9,720.52	69.18	9,789.70	9,544.89	9,789.70	9,789.70
8. Manassas Gap.....	4,623.51	836.14	5,459.65	4,353.80	769.77	5,123.57	26.99	5,150.56	4,353.80	5,150.56	5,150.56
9. McMinnville and Manchester.....	20,310.00	3,773.57	24,083.57	20,310.00	3,647.65	23,957.65	125.92	24,083.57	23,957.65	24,083.57	24,083.57
10. Mississippi, Gainesville and Tuscaloosa.....	26,198.54	4,275.60	30,474.14	26,198.54	4,113.17	30,311.71	162.43	30,474.14	26,198.54	30,474.14	30,474.14
11. Macon and Brunswick.....	33,476.39	7,015.03	40,491.42	33,476.39	4,192.87	37,669.26	207.55	37,876.81	33,476.39	37,876.81	37,876.81
12. Mobile and Ohio.....	26,820.00	3,933.41	30,753.41	8,051.05	40.26	8,091.31	50.37	8,141.68	8,051.05	8,141.68	8,141.68
13. Mississippi and Tennessee.....	505,143.70	55,061.42	560,205.12	148,432.79	118.75	148,551.54	920.28	149,471.82	148,432.79	149,471.82	149,471.82
14. Memphis, Clarksville and Louisville.....	127,750.52	20,420.65	148,171.17	82,265.65	65.81	82,331.46	508.83	82,840.29	82,265.65	82,840.29	82,840.29
15. Memphis and Little Rock.....	306,929.13	68,772.40	375,701.53	336,982.36	62,097.14	399,079.50	2,088.98	401,168.48	399,079.50	401,168.48	401,168.48
16. Memphis and Ohio.....	153,673.89	17,254.55	170,928.44	48,239.87	1,177.06	49,416.93	299.09	50,716.02	48,239.87	50,716.02	50,716.02
17. Nashville and Chattanooga.....	1,666,551.76	23,604.28	1,690,156.04	1,475,206.55	1,129.49	1,476,336.04	574.00	1,476,910.04	1,475,206.55	1,476,910.04	1,476,910.04
18. Nashville and North Western.....	625,400.26	113,782.63	739,182.89	592,085.17	143,014.86	735,100.03	3,236.93	738,336.96	592,085.17	738,336.96	738,336.96
19. Nashville and Decatur.....	405,193.92	65,795.99	470,989.91	283,127.70	76,847.34	359,975.04	1,755.93	361,730.97	283,127.70	361,730.97	361,730.97
20. New Orleans and Ohio.....	32,150.00	6,266.12	38,416.12	27,961.19	44.74	28,005.93	173.36	28,179.29	27,961.19	28,179.29	28,179.29
21. Norfolk and Petersburg.....	2,112.00	2,112.00	4,224.00	2,112.00	616.39	2,728.39	283.97	3,012.36	2,728.39	3,012.36	3,012.36
22. New Orleans, Opelousas and Gt. Western.....	113,773.45	9,872.48	123,645.93	38,512.59	423.64	38,936.23	283.97	39,220.20	38,512.59	39,220.20	39,220.20
23. Orange and Alexandria.....	118,995.74	12,477.24	131,472.98	3,594.94	15.31	3,610.25	22.29	3,632.54	3,594.94	3,632.54	3,632.54
24. Rome.....	22,086.05	1,778.57	23,864.62	93.83	896.73	986.56	93.83	1,080.39	93.83	1,080.39	1,080.39
25. Selma and Meridian.....	146,327.92	17,133.70	163,461.62	57,900.32	58,707.05	116,607.37	355.68	116,963.05	57,900.32	116,963.05	116,963.05
26. Selma, Rome and Dalton.....	183,276.49	36,704.71	219,981.20	155,299.59	145,299.59	300,599.18	962.86	301,562.04	155,299.59	301,562.04	301,562.04
27. San Antonio and Mexican Gulf.....	44,775.19	7,693.41	52,468.60	46,494.01	1,613.30	48,107.31	288.26	48,395.57	46,494.01	48,395.57	48,395.57
28. San Antonio and Mexican Gulf.....	81,500.00	9,946.31	91,446.31	2,939.87	2,939.87	12,879.74	7.87	12,887.61	2,939.87	12,887.61	12,887.61
29. Wilmington and Weldon.....	14,269.82	1,982.99	16,252.81	1,268.98	1,268.98	2,537.96	7.87	2,545.83	1,268.98	2,545.83	2,545.83
30. Western North Carolina.....	472,944.66	70,194.71	543,139.37	3,715.78	3,715.78	3,719.56	179.48	3,899.04	3,715.78	3,899.04	3,899.04
31. Western and Atlantic.....	30,248.52	6,078.65	36,327.17	28,948.52	3,180.25	32,128.77	179.48	32,308.25	28,948.52	32,308.25	32,308.25
32. Wills Valley.....	324.06	324.06	648.12	277.94	277.94	555.88	7.87	563.75	277.94	563.75	563.75
33. Washington, Alexandria and Georgetown.....	7,449.27	1,449.27	8,898.54	7,449.27	1,449.27	8,898.54	11.95	8,910.49	7,449.27	8,910.49	8,910.49
34. Richmond, Fredericksburg and Potomac.....	11,935.05	11,935.05	23,870.10	11,935.05	11,935.05	23,870.10	11.95	23,882.05	11,935.05	23,882.05	23,882.05
35. Georgia R. R. and Banking Co.....	46,159.89	46,159.89	92,319.78	46,159.89	46,159.89	92,319.78	46.16	92,365.94	46,159.89	92,365.94	92,365.94
36. South Western.....	83,638.15	83,638.15	167,276.30	83,638.15	83,638.15	167,276.30	83.64	167,360.94	83,638.15	167,360.94	167,360.94
37. Macon and Western.....	23,458.50	1,046.76	24,505.26	23,458.50	23,458.50	46,917.00	23.46	46,940.46	23,458.50	46,940.46	46,940.46
38. South Carolina.....	5,244.20	424.57	5,668.77	5,668.77	5,668.77	11,337.54	5.67	11,343.21	5,668.77	11,343.21	11,343.21
39. Muscogee.....	65,000.00	3,633.60	68,633.60	68,633.60	68,633.60	137,267.20	68.63	137,335.83	68,633.60	137,335.83	137,335.83
40. Petersburg.....	547,494.09	30,889.64	578,383.73	578,383.73	578,383.73	1,156,767.46	578.38	1,157,345.84	578,383.73	1,157,345.84	1,157,345.84
41. Memphis and Charleston.....	14,637.73	1,192.55	15,830.28	15,830.28	15,830.28	31,660.56	15.83	31,676.39	15,830.28	31,676.39	31,676.39
42. Mobile and Gt. Northern.....	200,865.52	15,656.91	216,522.43	216,522.43	216,522.43	433,044.86	216.52	433,261.38	216,522.43	433,261.38	433,261.38
43. N. Orleans, Jackson & Gt. North.....	78,460.00	6,368.56	84,828.56	84,828.56	84,828.56	169,657.12	84.83	169,741.95	84,828.56	169,741.95	169,741.95
44. Mississippi Central.....	102,880.00	14,371.05	117,251.05	117,251.05	117,251.05	234,502.10	117.25	234,619.35	117,251.05	234,619.35	234,619.35
45. Virginia and Tennessee.....	38,559.66	3,324.93	41,884.59	41,884.59	41,884.59	83,769.18	41.88	83,811.06	41,884.59	83,811.06	83,811.06
46. Montgomery and West Point.....	70,000.00	10,364.66	80,364.66	80,364.66	80,364.66	160,729.32	80.36	160,809.68	80,364.66	160,809.68	160,809.68
47. Virginia Central.....	\$7,326,376.02	\$1,155,461.31	\$8,481,837.33	\$4,271,784.99	\$943,162.51	\$5,214,937.50	\$26,428.82	\$5,241,366.32	\$4,271,784.99	\$5,241,366.32	\$5,241,366.32
Total.....											

Name of Company.

How Paid.

Interest credited companies on same.

Total.

Total payments made to interest.

Balance of interest and installments unpaid.

Balance of principal and interest unpaid.

Total principal and interest unpaid.

1. Alexandria, Loudoun and Hampshire... Aug. 26, '68, Cash.
 2. Atlantic and North Carolina... Mar. 9, 1868, Transp. B. R. F. & A. L.
 3. Alabama and Florida.....

Names of Co's that have been discharged their indebtedness prior to Aug. 1, 1868.
 1. Rich, Fredericksburg & Potomac
 2. Georgia R. R. and Banking Co.
 3. South Western
 4. Macon and Western
 5. South Carolina
 6. Muscogee
 7. Petersburg
 8. Memphis and Charleston
 9. Mobile and Gt. Northern
 10. N. Orleans, Jackson & Gt. North.
 11. Mississippi Central
 12. Virginia and Tennessee
 13. Montgomery and West Point
 14. Virginia Central

4. East Tennessee and Georgia	Feb. 21, 1868, Treasury Award.	25.16	82,227.30	9,196.18	11,000.17	20,196.30	350,447.58	359,643.71
5. East Tennessee and Virginia	See Column of Remarks.	7.79	70,149.78	2,520.84	47,822.02	73,123.66	249,228.81	251,749.65
6. Edgefield and Kentucky	Aug. 13, '68, Postal Warrant.	141.87	1,531.50	22,184.59	3,377.14	70,006.59	114,772.86	136,967.45
7. Knoxville and Kentucky	Aug. 13, '68, Postal Warrant.	141.87	4,296.15	92.94	3,377.14	3,470.08	9,544.89	9,544.89
8. Manassas Gap	Aug. 13, '68, Postal Warrant.	141.87	809.09	796.76	4,353.80	15,621.07	20,310.00	24,083.57
9. McMinnville and Manchester	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	3,773.57	11,847.50	16,621.07	26,198.54	30,474.14
10. Mississippi, Gainesville and Tuscaloosa	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	4,275.60	26,198.54	21,198.62	37,876.81	8,141.68
11. Macon and Brunswick	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	4,400.42	16,738.20	2,437.57	8,051.05	149,418.48
12. Mobile and Ohio	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
13. Mobile and Ohio	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
14. Memphis, Clarksville and Louisville	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
15. Memphis and Little Rock	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
16. Nashville and Decatur	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
17. Nashville and Decatur	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
18. Nashville and Decatur	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
19. Nashville and Decatur	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
20. Nashville and Decatur	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
21. New Orleans and Ohio	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
22. Norfolk and Petersburg	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
23. New Orleans, Opelousas and Gt. Western	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
24. Orange and Alexandria	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
25. Rome	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
26. Selma and Meridian	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
27. Selma, Rome and Dalton	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
28. San Antonio and Mexican Gulf	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
29. Wilmington and Weldon	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
30. Western North Carolina	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
31. Western and Atlantic	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
32. Wills Valley	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
33. Washington, Alexandria and Georgetown	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
1. Rich., Fredericksburg and Potomac	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
2. Georgia R. R. and Banking Co.	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
3. South Western	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
4. Macon and Western	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
5. South Carolina	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
6. Muscogee	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
7. Petersburg	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
8. Memphis and Charleston	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
9. Mobile and Gt. Northern	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
10. N. Orleans, Jackson & Gt. North.	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
11. Mississippi Central	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
12. Virginia and Tennessee	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
13. Montgomery and West Point	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
14. Virginia Central	Aug. 13, '68, Postal Warrant.	141.87	2,614.61	90.63	137,684.62	138,665.31	148,432.79	82,321.22
Total								

TERMS OF PAYMENT.

- (1) Due June 30th, 1868.
- (2) Interest \$1,000.00 payable monthly in money. Co. to be credited with postal and transportation service.
- (3) Payable in twelve (12) monthly installments, commencing Sept. 30, 1867, with interest.
- (4) Interest payable monthly in money. Co. to be credited with postal and transportation service.
- (5) Interest and installments payable monthly, commencing March 1, 1868.
- (6) Payable in two (2) years in monthly installments from June 30, 1867, with interest.
- (7) Interest and installments payable monthly. Co. to be credited with postal and transportation service.
- (8) Due January 18th, 1868.
- (9) Payable in two (2) years in monthly installments, commencing Oct. 31, 1867, with interest.
- (10) Due June 6th, 1868.
- (11) Payable in two (2) years in monthly installments in money, from Sept. 30, 1867. Co. to be credited with postal and transportation service.
- (12) Interest and \$1,000.00 payable monthly in money. Co. to be credited with postal and transportation service.
- (13) Payable in twelve (12) monthly installments, commencing Sept. 30, 1867, with interest.
- (14) Interest payable in money; to commence paying installments Oct. 31, 1868.
- (15) Payable in twenty-four (24) monthly installments, commencing Nov. 30, 1867, with interest.
- (16) Interest and installments payable monthly.
- (17) Payment of interest and installments in money suspended until Oct. 31, 1868.
- (18) Company to pay net earnings monthly.
- (19) Payable in twenty-four (24) monthly installments, commencing Nov. 30, 1867, with interest.
- (20) Interest payable monthly in money; Co. to be credited with postal and transp. service, and to commence paying installments, January 1, 1869.
- (21) Due. Receiver appointed July 13th, 1868.
- (22) Amount charged for use of Government trains.
- (23) Due January 31st, 1868.
- (24) Due October 12th, 1867.
- (25) Debt discharged by Treasury Award, received August 10th, 1868.
- (26) Interest and \$500.00 payable monthly in money; Co. to be credited with postal and transp. service.
- (27) Co. to pay \$2,500.00 monthly in money until Oct. 31, 1868; after Oct. 31st, \$10,000.00, and to be credited with postal and transportation service.
- (28) Due March 25th, 1868.
- (29) Accounts filed sufficient to liquidate the debt.
- (30) Interest and \$100.00 payable monthly in money; Co. to be credited with postal and transp. service.
- (31) Debt discharged by Treasury Award, received August 27th, 1868.
- (32) Due August 1st, 1868.
- (33) Property purchased at auction for cash.

REMARKS.

Feb. 10, 1868, Transp. B. R. F. & A. L.	\$192.00	Int.
Aug. 12, 1868, Postal Warrant	3,254.10	Int.
Total	\$3,446.10	\$7.79
Dec. 4, 1867, Transp. B. R. F. & A. L.	\$29.75	Int.
Aug. 31, 1868, Cash	2,693.76	Int.
Total	\$2,693.51	\$1.61
June 18, 1868, Transp. B. R. F. & A. L.	\$9.11	Int.
Aug. 19, 1868, Postal Warrant	792.43	Int.
Total	\$901.54	\$1.41
May 25, 1868, Transp. B. R. F. & A. L.	\$47.00	Int.
Aug. 15, 1868, Postal Warrant	1,995.00	Int.
Total	\$2,042.00	\$1.66

I certify that the above Report is correct:
J. J. DANA,
Major and Quartermaster,
Bvt. Brig. General, U. S. A.
In charge of Indebtedness of Southern Railroad.

The Boston, Hartford and Erie Railroad Company have begun work near the tunnel on the Housatonic road, about a mile east of Hawleyville, Ct.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,675,139			Hartford and New Haven...100	\$3,000,000	J.A.J.&O.	Oct. '68	Port, Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun. '68
Allegheny Valley...50	1,498,400			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	July '68
Alton and St. Louis...100	125,000	J.A.J.&O.	Oct. '67	Do. pref. 100	6,253,830			Raleigh and Gaston...100	800,000	A. & O.	Oct. '68
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '68	Hanover Branch, Pa. 50	116,850	M. & N.	May '68	Richmond and Danville...100	2,000,000		
Atlantic & N. Carolina...100	5,445,225			Housatonic...100	820,000			Richmond and Petersburg...100	847,000		
Atlantic & Gt. Western...50	11,622,150			Do. pref. 100	1,180,000	J. & J.	Jan. '68	Rich. Fred. and Potomac...100	1,041,800		
Do. pref. 50	1,919,000			Hudson River...100	13,937,100	A. & O.	Oct. '68	Rockport...100	58,460		
Atlantic & St. Lawrence...100	2,404,900	J. & J.	Jul. '68	Hazleton...50	1,615,000	May		Rome, Watert. and Ogden...100	2,385,500	J. & J.	July '68
Augusta and Savannah...100	733,700	J. & J.	Jan. '68	Huntingdon & B'd Top...50	494,390	J. & J.	Jan. '68	Rutland preferred...100	1,700,000	F. & A.	Aug. '68
Baltimore and Ohio...100	16,181,962	A. & O.	Apr. '68	Do. pref. 50	190,750	J. & J.	Jan. '68	St. L. Alf. and T. Haute...100	2,800,000	J. & J.	July '68
Do. Washington Br. 100	2,400,000	A. & O.	Apr. '68	Illinois Central...100	23,886,450	F. & A.	Aug. '68	St. L. Jack'n.v. and Chic'o...100	1,469,429		
Baltimore City Passenger...100	670,000	F. & A.	Feb. '68	Indianapolis, Cin. & Lafayette...100	1,689,900	M. & S.	Sep. '67	Sandusky and Cincinnati...100	2,080,000		
Bay de Noquet & Marq...100	4,420,000	A. & O.	Apr. '68	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '68	Sand. Manuf. and Newark...100	900,000	M. & N.	Nov. '67
Belleville Delaware...100	997,112	F. & A.	Oct. '68	Joliet and Chicago...100	1,500,000	J.A.J.&O.	Oct. '68	Saratoga and Hudson R...100	1,020,000	A. & O.	Oct. '68
Berkshire...100	600,000	J.A.J.&O.	Oct. '68	Joliet & North Indiana...100	300,000	J. & J.	Jan. '68	Saratoga and Whitehall...100	500,000		
Blossburg & Corning...50	250,000	J. & D.	Dec. '67	Lackawanna & Bloomsb...100	1,325,000			Savannah and Charleston...100	1,000,000		
Boston and Albany...100	18,725,000	J. & J.	Jul. '68	Leeds and Farmington...50	2,158,500	J. & J.	Jan. '68	Schuykill and Susquehanna...100	1,299,150	J. & J.	Jul. '68
Boston and Chelsea...100	110,000	A. & O.	Oct. '68	Lehigh and Mahanoy...50	6,104,050	M. & N.	May '68	Second and Third St. (Ph.) 50	203,757	J. & J.	Jul. '68
Boston and Concord & Mont...100	459,800	M. & N.	May '68	Lehigh Valley...50	10,734,100	J.A.J.&O.	Oct. '68	Schuykill Valley...50	576,050	J. & J.	Jul. '68
Do. do. pref. 100	1,340,400			Lehigh Luzerne...100	344,580	J. & J.	Jan. '68	Seaboard and Roanoke...100	688,200	A. & O.	Oct. '68
Boston and Lowell...500	1,830,300	J. & D.	Jul. '68	Lexington & Frankfort...100	514,646	M. & N.	Nov. '67	Second Avenue (N. Y.)...100	670,000		
Boston and Maine...100	4,076,974	J. & J.	July '68	Little Miami...50	3,872,400	J. & D.	Dec. '67	Shamokin V. and Pottav...50	899,450	F. & A.	Feb. '68
Boston and Providence...100	3,060,000	J. & J.	July '68	Little Schuylkill...50	2,646,100	J. & J.	Jan. '68	Shore Line...100	636,200	J. & J.	Jan. '68
Broadway (Boston) 50	325,000	J.A.J.&O.	Oct. '68	Lomb. and South St. (Ph.) 25	90,000			Sixth Avenue (N. Y.)...100	750,000	M. & N.	Nov. '67
Brooklyn & 7th Av. (N. Y.) 100	2,100,000	F. & A.	Feb. '68	Long Island...50	3,000,000	F.M.A.N.	Aug. '68	Somerville...100	75,000		
Brooklyn City & Newt'n...100	293,800			Long Branch & Sea Shore...50	95,194	J. & J.	Nov. '67	South Carolina...100	2,319,275		
Brooklyn, New York & Erie...100	850,000	M. & N.	May '68	Louis, Cin. and Lex. pr. 100	48,638	J. & J.	Jul. '67	South Shore...100	259,685		
Buff. New York & State Line...100	2,200,000	F. & A.	Aug. '68	Louisville and Frankfort...100	1,109,594	J. & J.	Jan. '68	South Western Georgia...100	3,303,400	F. & A.	Feb. '68
Buffalo and State Line...100	777,800	A. & O.	Oct. '68	Louisville and Nashville...100	5,500,000	F. & A.	Feb. '68	Southern Mississippi...100	1,000,000		
Cambridge Ho. (Boston) 100	6,842,200	F. & A.	Aug. '68	Louis, N. Alb. & Chicago...100	2,800,000			Staten Island...100	600,000	J. & J.	Jul. '67
Camden and Am. boy...100	600,000			Lowell and Lawrence...100	200,000	A. & O.	Oct. '68	Stoney Brook...100	267,300	M. & N.	May '68
Camden and Atlanti. c. pref. 50	600,000			Macon and Western...100	1,500,000			Summit Branch...50	250,000	J. & J.	Jul. '68
Cape Cod Branch...50	721,926	J. & J.	Jul. '68	Mahanoy & B'd Mount'n...50	921,615			Syr. Bingham. and N. Y. 100	1,500,130		
Catawissa...50	1,150,000			Maine Central...100	1,000,800	M. & N.	May '68	Taunton Branch...100	250,000	J. & J.	Jul. '68
Catawissa, pref. 50	2,200,000	M. & N.	May '68	Manchester & Lawrence...100	1,000,000			Tennessee and Alabama...100	598,922	J. & J.	Jan. '68
Cayuga & Susquehanna...50	559,110	J. & J.	Jul. '68	Marietta & Cincinnati...50	2,029,778	M. & S.	Sep. '68	Terre Haute and Indiana...50	1,858,150	J. & J.	Jan. '68
Central of Georgia...100	4,666,900	J. & J.	Jul. '68	Do. " 1st pref. 50	6,586,135	M. & S.	Sep. '68	Third Avenue (N. Y.)...100	1,795,000		
Central of New Jersey...100	13,768,000	J.A.J.&O.	Oct. '68	Do. " 2d pref. 50	4,061,744	M. & S.	Sep. '68	Thirteenth and Fif. (Ph.) 50	1,660,000	J. & J.	Jan. '68
Central Ohio...100	400,000	J. & D.	Jun. '68	Memphis and Charleston...100	5,312,725	M. & S.	Mar. '68	Tol. Peoria and Warsaw...100	1,700,000		
Do. pref. 100	970,000			Memphis and Ohio...100	570,000	J. & J.	July '68	Do. " 1st pref. 100	908,176		
Gen. Park, N. & E. River...100	1,201,000			Metropolitan (Boston)...100	1,250,000	J. & J.	Jul. '68	Do. " 2d pref. 100	5,400,000	M. & N.	May '68
Charlottesville & S. Carolina...100	380,000			Michigan Central...100	7,502,866	J. & J.	Aug. '68	Tol. Wabash and West...50	1,000,000		
Chesapeake...100	2,017,825	Annual	Jan. '68	Mieh. So. & North. Ind. 100	11,056,340	F. & A.	Feb. '68	Troy and Boston...100	607,111	J. & D.	Jun. '68
Chesapeake, preferred...100	2,883,942	M. & S.	Sep. '68	Do. guaranteed 100	588,400	J. & J.	Aug. '68	Troy and Greenbush...100	274,400	A. & O.	Oct. '68
Chicago and Alton...100	2,428,576	M. & S.	Sep. '68	Middlesex (Boston)...100	400,000	J. & J.	Jul. '68	Troy, Salem and Rut'd...100	500,000		
Chicago, Buri. & Quincy...100	12,500,000	M. & S.	Mar. '68	Mill Creek and Minehill...50	323,378	F. & A.	Jul. '68	Union Transport'n (Bos.) 100	200,000		
Chicago and Gt. Eastern...100	4,890,000			Millville and Glassboro...100	368,200			Union (Phila.)...50	291,476	J. & J.	Jul. '68
Chicago, Iowa & Nebras...100	1,000,000			Milw. & Prairie du Chien...100	3,082,000	Annual	Feb. '68	Utica and Black River...100	634,400	J. & J.	Jan. '68
Chicago and Milwaukee...100	2,227,000			Do. " 1st pref. 100	1,014,000	J. & J.	Jan. '68	Vermont and Canada...100	2,250,000	J. & D.	Jun. '68
Chicago & N. Western...100	12,150,927	June	Jun. '68	Do. " 2d pref. 100	3,627,000	J. & J.	Jan. '68	Vermont Central...100	8,000,000		
Do. pref. 100	12,994,719	June	Jun. '68	Milw. & St. Paul...100	3,627,000	J. & J.	Jan. '68	Vermont and Massachusetts...100	2,800,000	J. & J.	Jun. '68
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep. '68	M. Hill & Schuylk. Haven...50	3,776,000	J. & J.	Jul. '68	Virginia Central...100	3,353,678		
Cin. Ham. & Dayton...100	3,129,100	M. & N.	Mar. '68	Mobile and Ohio...100	3,688,300	J. & D.	Dec. '67	Virginia and Tennessee...100	3,452,515		
Cincinnati City Passenger...100	1,000,000	J. & J.	Jan. '68	Montgomery & W. Point...100	1,644,104	F. & A.	Oct. '67	Western Union...100	2,687,237		
Do. Street...50	1,000,250			Morris and Essex...50	5,500,000	F. & A.	Oct. '67	West Jersey...100	181,050		
Cincinnati and Zanesville...50	192,750	J. & J.	Jul. '68	Do. " 1st pref. 50	282,350	J. & J.	Jul. '68	West Philadelphia...50	249,100	J. & J.	Jul. '68
Citizens' Passenger (Phil.) 50	9,000,000	F. & A.	Aug. '68	Nashua and Lowell...100	600,000	M. & N.	May '68	Wilm. and Manchester...100	1,130,470		
Clev. Col. Cin. & Ind...100	2,044,000	M. & N.	Mar. '68	Nashua & Chittanooga...100	2,056,544	F. & A.	Aug. '68	Wilm. and Weldon...100	1,240,213	J. & J.	Jun. '68
Cleveland & Mahoning...50	5,000,000	J. & J.	Jul. '68	Naugatuck...100	1,100,000			Worcester and Nashua...75	1,141,000	J. & J.	Jun. '68
Cleveland & Ashuta...50	5,424,091	J.A.J.&O.	Oct. '68	New Bedford & Taunton...100	500,000	J. & J.	Jan. '68				
Cleveland and Toledo...50	4,841,000	J. & J.	Jul. '68	New Haven & N. London...100	738,538						
Col. & Indianapolis Con...100	4,000,000	J.A.J.&O.	Oct. '67	N. Haven & Northampton...100	1,224,100	J. & J.	Jan. '68				
Columbus and Xenia...50	1,786,200	J. & J.	Jan. '68	New Jersey...100	5,000,000	F. & A.	Aug. '68				
Concord...100	1,500,000	M. & N.	May '68	New London Northern...100	995,000	M. & S.	Mar. '68				
Concord & Portsmouth...100	350,000	J. & D.	Jun. '68	New York Central...100	26,530,000	F. & A.	Aug. '68				
Coney Island & Brooklyn...100	600,000			New York and Harlem...50	6,235,050	J. & J.	Jul. '68				
Conn. & Passump. Rivers...100	1,675,300	J. & J.	Jul. '68	Do. pref. 50	1,500,000	J. & J.	Jul. '68				
Do. do. pref. 100	1,650,000			New York & New Haven...100	6,000,000	J. & J.	Jul. '68				
Connecticut River...100	1,816,900	A. & O.	Apr. '68	N. Y. Provid. & Boston...100	1,755,231	J. & J.	Jan. '68				
Cumberland Valley...100	309,900			Nin. Bridge & Canada...100	1,000,000	J. & J.	Jan. '68				
Danbury and Norwalk...100	2,384,941	J. & J.	Jul. '68	Ninth Avenue...100	797,400						
Dayton and Michigan...100	466,132	J. & J.	Jul. '68	North Carolina...100	4,000,000						
Delaware...100	11,288,580	J. & J.	Jul. '68	Northern Central...50	4,648,900	F.M.A.N.	May '68				
Des Moines Valley...100	1,550,050			North Eastern (S. O.) pref. 100	155,000						
Detroit & Milwaukee...100	462,355			Northern of N. Hampsh...100	3,064,400	J. & D.	Jun. '68				
Do. do. pref. 100	1,500,000			Northern of N. Hampsh...100	158,800						
D. Dock, E. B'd. & Bat...100	1,200,000			North Pennsylvania...50	3,150,150						
Dubuque and Sioux City...100	1,675,841			Norwich & Worcester...100	2,368,600	J. & J.	Jul. '68				
Do. do. pref. 100	1,987,351			Ogdensb. & L. Champ'n...100	3,077,000	F. & A.	Feb. '68				
Eastern (Mass.)...100	3,678,304	J. & J.	Jul. '68	Ohio and Mississippi...100	641,200	A. & O.	Oct. '68				
Eastern (N. H.)...100	492,500	J. & J.	Jul. '68	Do. do. pref. 100	20,222,647						
East Pennsylvania...100	654,000			Oil Creek & Allegheny R. 50	3,607,197	J. & D.	Jun. '68				
East Tenn. and Georgia...100	1,000,000	J.A.J.&O.	Jan. '68	Old Colony & Newport...100	4,259,000	J.A.J.&O.	Oct. '68				
Eight Avenue (N. Y.)...100	500,000	F. & A.	Feb. '68	Orange and Newark...100	4,848,300	J. & J.	Jul. '68				
Elm. Jeffers & Canand...100	500,000	M. & N.	May '68	Oswego and Syracuse...50	281,550	F. & A.	Aug. '68				
Elmira & Williamsport...50	500,000	J. & J.	Jul. '68	Pacific of Missouri...100	3,881,000						
Do. do. pref. 50	1,570,100	F. & A.	Feb. '68	Panama...100	7,000,000	J.A.J.&O.	Oct. '68				
Erie Railway...100	8,535,700	Annual	Jan. '68	Paterson and Ramapo...100	248,000	J. & J.	Jul. '68				
Do. do. pref. 100	800,000			Paterson and Hudson Riv...100	630,000	J. & J.	Jul. '68				
Erie & North East...100	2,142,334	F. & A.	Aug. '68	Pennsylvania...100	20,000,000	M. & N.	May '68				
Evansville & Crawfordsv...100	4,400,000	J. & J.	Jul. '68	Peoria & Bureau Valley...100	1,200,000	A. & O.	Apr. '68				
Fitchburg & Worcester...100	247,800	M. & N.	May '68	Philadelphia and Erie...50	5,099,450	J. & J.	Jan. '68				
Flint and Holly...100	750,000	A. & O.	Oct. '67	Philadelphia and Reading...50	21,191,067	J. & J.	Jul. '68				
Forty Sea St. & G. St. Fy...100	491,929	J. & J.	Jul. '68	Do. do. preferred...50	1,651,700	J. & J.	Jul. '68				
Frank. and Southw. (Ph.) 50	3,156,000	J. & J.	Jul. '68	Phila. Germ'n't'n & Nor't'n 50	1,507,750	A. & O.	Oct. '68				

RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1884	150,715	164,435	166,465	194,992	200,867	205,626	295,512	354,408	401,103	357,225	353,344	328,528	3,235,492
1885	289,445	347,211	429,540	355,045	472,493	410,800	499,582	596,594	641,481	675,446	624,343	578,335	5,528,335
1886	475,641	435,279	385,991	412,521	464,567	493,243	468,395	588,580	583,150	599,070	474,050	383,573	5,096,119
1887	377,852	390,190	459,555	407,018	495,102	383,396	460,560	461,270	483,177	483,917	474,134	360,641	5,167,371
1888	404,467	393,251	405,847	389,054	355,255	359,184	341,366	407,588	477,705	---	---	---	---
Chicago and Alton :	109,850	101,355	104,372	122,084	132,301	148,542	149,137	157,945	170,044	170,910	156,809	153,294	1,678,709
1884	100,991	154,415	195,503	162,723	178,790	206,000	224,257	312,185	354,554	320,879	307,803	252,015	2,770,494
1885	290,503	275,283	299,063	258,450	322,278	356,270	336,985	409,251	401,280	387,966	307,919	236,824	3,440,091
1886	226,153	222,241	200,111	269,249	329,861	371,544	321,597	287,209	322,633	380,223	323,080	271,947	3,096,153
1887	343,787	157,532	235,961	232,165	335,510	542,358	354,244	415,982	408,999	426,752	359,102	339,169	3,992,601
1888	259,839	295,496	261,599	270,386	335,510	378,461	405,616	570,353	458,155	---	---	---	---
Chicago, Rock Island and Pacific :	140,024	150,225	122,512	126,798	144,095	170,937	139,142	160,308	210,729	216,000	196,435	201,134	1,959,287
1884	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,374	375,500	324,865	336,617	321,067	3,095,470
1885	266,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	359,459	307,523	270,073	201,779	3,313,518
1886	209,999	183,386	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,358	3,466,922
1887	292,047	224,021	272,454	268,369	297,625	276,681	297,613	444,024	506,403	599,549	442,276	371,063	4,358,516
1888	308,587	297,464	276,431	285,700	308,591	366,300	329,800	478,600	544,000	---	---	---	---
Chicago and Northwestern :	273,878	317,839	390,355	421,363	466,530	556,145	490,710	519,306	609,605	551,122	426,945	407,088	5,211,544
1884	541,005	482,164	499,206	468,358	585,623	747,942	702,691	797,508	946,707	932,682	754,671	547,542	7,976,490
1885	523,666	399,617	523,745	537,519	558,948	928,982	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1886	696,117	574,664	765,398	774,279	895,712	894,337	800,325	1,038,824	1,461,284	1,508,583	1,210,387	915,088	11,532,548
1887	741,926	800,787	855,611	1,068,969	1,206,796	1,167,544	1,091,456	1,285,851	1,528,483	---	---	---	---
Des Moines Valley :	40,129	29,102	27,501	39,600	40,458	39,630	41,212	43,580	65,035	80,558	75,140	50,296	580,271
1887	49,694	36,098	56,859	59,196	61,447	53,999	53,053	69,018	71,113	81,676	80,567	61,965	735,606
Erie :	845,095	859,949	956,445	948,059	848,783	770,148	751,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1884	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	904,317	1,105,364	1,301,006	1,222,568	1,224,909	1,234,217	13,429,645
1885	1,001,007	947,146	1,266,506	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,705	15,434,778
1886	1,185,746	987,935	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,113	14,666,618
1887	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,746	1,498,716	1,421,581	1,041,946	14,185,204
1888	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,005	1,098,048	---	---	---	---	---	---
Illinois Central :	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,079	424,531	4,371,023
1884	327,900	416,568	459,762	425,797	464,372	510,100	423,578	640,179	799,236	661,391	657,141	603,492	6,329,447
1885	571,536	526,972	616,665	516,605	460,573	617,682	575,403	747,469	739,736	641,589	637,587	618,088	7,181,398
1886	603,053	506,266	505,465	411,606	569,260	567,679	480,620	578,253	571,345	661,971	588,219	504,086	6,546,741
1887	647,120	524,871	477,071	440,271	516,493	525,242	709,327	738,530	823,901	727,510	618,329	7,160,392	---
1888	572,364	531,224	462,517	538,077	579,650	621,055	576,468	764,138	373,600	---	---	---	---
Marietta and Cincinnati :	95,672	87,791	93,763	75,007	76,248	107,525	104,608	115,184	125,282	116,495	116,146	105,767	1,224,059
1885	90,411	85,447	81,351	81,181	96,583	103,373	98,043	106,921	104,866	115,504	112,952	123,802	1,201,239
1886	94,136	78,076	92,910	90,526	90,535	106,694	114,716	121,217	142,823	152,387	133,383	1,201,239	---
1887	92,433	81,539	95,482	109,461	95,416	95,924	108,413	126,556	121,519	---	---	---	---
Michigan Southern & Northern Indiana :	248,784	220,508	257,227	268,613	264,935	241,236	199,145	238,012	308,106	375,567	332,200	345,043	3,902,542
1884	256,600	304,445	338,454	330,651	267,126	315,255	278,591	358,862	402,219	407,107	448,034	411,806	4,120,152
1885	363,996	366,361	413,974	365,180	351,489	397,095	301,613	418,575	486,808	524,760	495,072	351,799	4,628,737
1886	312,846	277,234	412,715	413,970	413,024	384,584	338,585	384,401	429,177	498,655	429,646	382,218	4,650,328
1887	305,857	409,248	395,372	409,248	357,749	397,968	313,130	434,318	438,338	530,871	429,786	380,084	4,663,808
1888	362,021	338,535	381,497	456,983	400,486	363,550	301,495	435,781	512,523	---	---	---	---
Michigan Central :	242,073	245,558	226,432	238,495	236,453	206,221	193,328	215,449	208,165	375,458	359,794	306,186	3,168,065
1884	252,435	278,848	348,802	337,276	271,553	266,780	263,244	246,781	408,445	410,802	406,510	376,470	3,970,944
1885	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,631	490,694	447,070	328,570	4,530,550
1886	282,489	266,790	337,158	343,737	365,196	355,083	324,936	369,646	429,161	493,640	414,004	308,669	4,530,550
1887	304,096	283,661	375,210	362,783	333,952	284,977	313,021	393,993	464,778	506,296	412,934	330,373	4,371,073
1888	343,516	304,315	326,530	416,768	369,236	325,501	321,013	392,942	460,933	---	---	---	---
Milwaukee and St. Paul :	319,763	240,755	261,113	316,206	401,900	369,356	268,412	350,565	751,738	1,101,771	775,610	438,323	5,683,806
1887	368,487	560,884	338,281	426,629	565,718	458,094	423,247	522,545	1,023,520	---	---	---	---
New York Central :	749,163	631,956	710,514	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,786	9,969,344
1884	920,272	790,167	867,590	911,597	859,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,815	11,099,853
1885	921,851	936,587	959,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,118,899	13,576,128
1886	967,869	613,381	955,659	1,246,734	1,265,521	1,182,701	1,162,024	1,495,752	1,524,434	1,626,339	1,426,356	1,117,853	14,576,128
1887	1,086,260	896,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,311,108	985,867	14,145,215
1888	901,571	845,533	1,076,773	1,227,280	1,098,781	934,536	1,101,693	1,388,915	1,732,673	---	---	---	---
Ohio and Mississippi :	210,329	260,466	309,261	269,444	224,963	223,242	263,177	302,596	332,400	278,006	346,243	275,060	3,311,077
1884	259,223	239,189	313,914	271,527	290,916	304,463	349,285	344,700	350,345	372,613	412,563	294,319	3,798,005
1885	267,541	246,109	326,236	277,424	283,180	253,926	247,262	305,454	278,701	310,762	302,426	281,613	3,890,583
1886	242,793	219,065	279,647	284,729	282,939	240,135	234,633	332,521	365,371	379,367	336,066	272,068	3,469,319
1887	211,975	231,351	265,906	252,149	240,620	217,082	194,456	287,557	307,122	---	---	---	---
Philadelphia and Reading :	192,216	217,161	244,423	258,674	283,996	254,295	383,725	414,707	448,994	4			

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.					*Indicates that no interest is paid.				
National Securities, Oct. 1, 1898.					Massachusetts—State Almshouse Loan—				
Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.
Loan of Jan. 23, 1847—registered					100,000	5	May & Nov.	1872	
Loan of March 31, 1843—registered	matured.				276,000	5	April & Oct.	73-74	104
Texas Indemnity, of Sep. 9, 1850—coupon	250,000	presentation.	Due.		220,000	5	May & Nov.	1882	
Loan of June 14, 1853—registered	20,000,000	5	Jan. & July.	1874	150,000	5	April & Oct.	1868	108
Loan of June 22, 1850—registered	7,022,000	5	"	1874	76,000	5	June & Dec.	1868	
Loan of Feb. 8, 1861—registered	18,415,000	5	"	1871	172,000	5	"	70-73	130
Oregon War Bonds of March 8, 1861—coupon	1,016,000	5	"	1871	94,000	5	Jan. & July.	1874	120
Loan of July 17, 1861—registered	204,240,200	5	Jan. & July.	1881	60,000	5	June & Dec.	1877	125
Loan of Feb. 25, 1862 (5-20s)—registered		5	May & Nov.	1882	600,000	5	Jan. & July.	77-78	
Loan of March 3, 1864 (5-20s)—registered		5	May & Nov.	1882	888,000	5	"	1882	114
Loan of March 3, 1865 (5-20s)—registered		5	May & Nov.	1882	200,000	5	"	1882	115
Loan of March 3, 1865 (5-20s)—coupon		5	May & Nov.	1882	4,379,500	5	May & Nov.	1884	116
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	5,996,000	5	"	1884	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	850,000	5	Jan. & July.	71-73	129
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	2,150,000	5	Mar. & Sept.	71-72	102
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	2,118,000	5	Apr. & Oct.	71-72	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	4,319,520	5	Jan. & July.	69-71	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	276,000	5	Apr. & Oct.	1880	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	200,000	5	"	91-93	111
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	966,500	5	"	91-93	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	564,150	5	"	91-93	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	100,000	5	Jan. & July.	1878	93
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	210,000	5	"	1878	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,750,000	5	"	73-83	95
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	250,000	5	"	1888	99
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,111,600	5	"	1888	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	463,000	5	May & Nov.	1880	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	100,000	5	Jan. & July.	1877	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	2,275,000	5	"	1883	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	2,000,000	5	"	41-71	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	5,000,000	5	"	Var.	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	622,000	5	Jan. & July.	62-83	91
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	3,000,000	5	"	81-85	91
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	7,000,000	5	"	81-87	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	4,500,000	5	"	85-87	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	4,350,000	5	"	82-87	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	3,500,000	5	"	82-89	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	650,000	5	"	85-87	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	700,000	5	"	1887	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,194,100	5	Jan. & July.	67-78	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	600,000	5	May & Nov.	84-89	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	609,500	5	Apr. & Oct.	67-74	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	500,000	5	Jan. & July.	1869	99
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,798,900	5	Jan. & July.	67-84	103
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,002,900	5	"	86-96	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	793,400	5	"	67-92	105
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	700,000	5	J. A. J. & O.	1870	108
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	2,559,000	5	Jan. & July.	1877	108
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	27,726,500	5	"	1877	108
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,189,780	5	"	pleas.	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	500,000	5	"	1868	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	800,000	5	"	1878	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	3,050,000	5	J. A. J. & O.	1871	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	6,000,000	5	"	1873	101
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	2,250,000	5	"	1874	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,400,000	5	"	75-77	191
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	909,607	5	Jan. & July.	pleas.	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	442,860	5	May & Nov.	1868	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	800,000	5	Jan. & July.	1878	91
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	800,000	5	"	1878	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,163,000	5	J. A. J. & O.	1878	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	167,000	5	"	1871	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	4,600,000	5	"	1874	93
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	386,000	5	Various.	69-78	65
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	8,334,000	5	Jan. & July.	81-90	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	650,000	5	Apr. & Oct.	90-91	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	8,500,000	5	Jan. & July.	1900	67
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	280,360	5	Jan. & July.	1870	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	2,185,532	5	"	1870	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,600,000	5	"	1876	101
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	4,085,309	5	"	1881	102
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	2,400,000	5	"	1886	102
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	218,574	5	Jan. & July.	1878	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	4,928,000	5	Various.	77-82	98
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	5,083,052	5	"	68-70	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	400,000	5	Apr. & Oct.	1879	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	92,350	5	Jan. & July.	1877	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	96,430	5	"	1882	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	720,982	5	"	1892	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	4,907,150	5	"	1877	105
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	7,905,520	5	"	1882	106
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	9,270,017	5	"	1892	108
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	2,000,000	5	Feb. & Aug.	1871	102
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	468,500	5	Apr. & Oct.	1871	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,195,000	5	Mar. & Sept.	1882	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	265,000	5	Apr. & Oct.	1883	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	775,000	5	Jan. & July.	1883	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	917,000	5	Feb. & Aug.	1884	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	798,838	5	J. A. J. & O.	69-70	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	3,275,000	5	Jan. & July.	71-90	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,210,803	5	"	1868	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,948,450	5	Apr. & Oct.	1868	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	236,167	5	"	Var.	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,706,000	5	"	1868	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	14,005,000	5	Jan. & July.	30 yrs.	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	2,307,000	5	"	1882	60
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	6,000,000	5	"	1882	60
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,867,500	5	June & Dec.	71-78	100
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,865,000	5	Jan. & July.	long.	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	426,250	5	"	long.	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	108,000	5	"	long.	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	21,463,398	5	"	long.	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	10,900,000	5	"	long.	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	1,279,500	5	"	1876	59
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	489,300	5	"	1886	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	89,000	5	"	1886	
Loan of March 3, 1864 (5-20s)—coupon		5	May & Nov.	1882	405,100	5	Jan. & July.	77-80	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350,000	\$250,000	6	Feb. & Aug.	Philadelphia.	1897	90 1/2
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	— & —	Boston.	18—	....
Land Mortgage.....	550,000	7	— & —	—	1887	....	Cape May and Millville:						
3d Mortgage.....	300,000	7	April & Oct.	—	1871	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	....
Interest Coupon.....	304,101	7	Jan. & July.	—	1876	....	Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	—	1895	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
2d Mortgage for \$2,000,000	639,000	7	April & Oct.	—	1885	....	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	—	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	—	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....	—	7	— & —	New York.	1887	93
1st Mortgage (Extension).....	—	7	—	—	18—	....	Central Branch Union Pacific:						
Androscooggin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern't subsidy.	1,000,000	6	Jan. & July.	—	1895	....
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	....
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	886,000	7	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (Pennsylvania).....	2,151,500	7	—	—	1877	....	2d Mortgage.....	600,000	7	May & Nov.	—	1875	....
1st Mortgage (Ohio).....	3,740,900	7	—	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	349,000	7	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	85 1/2
1st Mortgage (Buffalo Extension)	1,382,000	7	April & Oct.	—	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	200,000	7	March & Sept.	—	1884	....	1st Mortgage (ex 725 m.) free.....	15,400,000	6	Jan. & July.	New York.	1896	103
2d Mortgage (New York).....	761,000	7	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7	—	—	1885	110
2d Mortgage (Pennsylvania).....	757,500	7	—	London.	1882	....	Convertible bonds.....	1,600,000	7	—	—	1883	111
2d Mortgage (Ohio).....	2,653,000	7	Jan. & July.	—	1883	....	National Loan.....	15,400,000	6	—	—	1895	....
Consolidated Mortgage.....	17,105,000	7	April & Oct.	—	1895	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	....
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T.)	500,000	7	—	New York.	18—	....	1st Mortgage for \$500,000.....	534,000	7	Jan. & July.	New York.	var.	....
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	—	—	18—	....	Cheraw and Darlington:						
1st Mortgage (Bainbridge Ext.)	500,000	7	—	—	18—	....	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	....
Consol. Mort. (\$2,000,000) free.....	—	7	Jan. & July.	—	1897	....	2d Mortgage.....	75,000	7	— & —	—	1868	....
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (skg fund) ..	1,500,000	6	Various.	B. & N. Y.	1868-70	....	Company bonds.....	672,200	6	Jan. & July.	Boston.	75-80	93
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6	May & Nov.	London.	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	....
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1834.....	821,261	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	101
Loan of 1855.....	894,250	6	Jan. & July.	—	1875	97 1/2	1st Mortgage.....	2,400,000	7	Jan. & July.	—	1893	....
Loan of 1850.....	602,400	6	—	—	1880	....	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	—	1883	....
Loan of 1855.....	1,744,500	6	April & Oct.	—	1885	95 1/2	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	—	1890	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	112
Northwestern Va. R. R. 2d Mort.	493,000	6	—	—	1873	....	Trust Mortgage, convertible.....	150,000	8	—	—	1883	....
Northwestern Va. R. R. 3d Mort.	201,000	6	—	—	1885	....	2d Mortgage.....	941,000	8 1/2	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:						
Belleville:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	70-90	....	Chicago and Great Eastern:						
2d Mortgage.....	483,000	7	—	—	1870	....	1st Mortgage.....	5,600,000	7	April & Oct.	New York.	1895	77
Belleville and Snow Shoe:							1st Mortgage (convertible).....	150,000	7	— & —	—	1895	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	Income bonds.....	—	7	— & —	—	18—	....
Belvidere Delaware:							Chicago, Iowa and Nebraska:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....	1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82 1/2	Chicago and Milwaukee:						
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	—	1877	78	1st Mortgage (C. & N. W.) ..	1,726,200	7	Jan. & July.	New York.	1893	90
Blue Ridge, S. Car.:							Chicago and Northwestern:						
1st Mortgage of \$2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....	Flag Trust, mort. on C. D. G. ...	200,000	8	Jan. & July.	New York.	....	....
Boston, Clinton and Fitchburg:							Pref. sinking fund b'ds (193 m.)	1,250,000	7	Feb. & Aug.	—	1885	97
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro.	1875	....	Funded Coupons.....	756,000	7	May & Nov.	—	1883	90 1/2
1st Mortgage (B. C. and F. R.R.)	300,000	6	—	Boston.	1886	....	General 1st Mortgage.....	3,604,000	7	Feb. & Aug.	—	1885	92
Boston, Concord and Montreal:							1st Mortgage, Appleton Ext.....	184,000	7	—	—	1885	92
2d Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage, Green Bay Ext.....	300,000	7	—	—	1885	....
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	....	Equipment Bonds.....	165,000	7	April & Oct.	—	1874	....
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	—	New York.	1870	....	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	—	1884	....
Sinking Fund Mortgage.....	500,000	6	—	Boston.	1889	....	Elgin and State L. purchase b'ds	189,000	6	—	—	1878	....
Boston, Hartford and Erie:							Consolidated sinking fund bonds	3,040,000	7	F. M. A. & N.	—	1915	95
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	80	Equipment Bonds.....	2,200,000	10	May & Nov.	—	1871	....
1st Mortgage (new).....	3,900,000	7	Jan. & July.	—	1899	64	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	—	1882	....
Boston and Lowell:							2d Mort. (Gal. & Chic. U. R. R.)	1,173,000	7	May & Nov.	—	1875	....
Company bonds (no mortgage) ..	440,000	6	Jan. & July.	Boston.	1873	....	1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	—	1898	....
Company bonds (no mortgage) ..	200,000	6	April & Oct.	—	1879	....	1st Mortgage (Chic. & Mil. R.R.)	1,726,200	7	Jan. & July.	—	1893	90 1/2
Company bonds (no mortgage) ..	304,600	6	—	—	1887	....	Chicago, Rock Island and Pacific:						
Boston and Providence:							1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	102
Company bonds (no mortgage) ..	94,382	6	April & Oct.	Boston.	68-77	....	1st Mort. (C. R. I. and P. R. R.)	6,699,000	7	—	—	1895	94 1/2
Buffalo, Bradford and Pittsburg:							Cin. & Chic. A. L. (C. C. & L. C. R. R.)						
1st Mortgage.....	1,766,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	—	7	Feb. & Aug.	New York.	1890	....
Buffalo, Corry and Pittsburg:							Sinking Fund.....	—	7	May & Nov.	—	1886	....
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	Cincinnati, Dayton and Eastern:						
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	—	New York.	18—	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1895	....
Buffalo and Erie:							Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	—	1873	....	3d Mortgage.....	500,000	8	Jan. & July.	—	1885	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	—	1882	....	Cincinnati and Indiana:						
Co. bonds (Erie and Northeast)	300,000	7	—	—	1886	....	1st Mortgage.....	2,000,000	7	— & —	New York.	1895	88 1/2
Buffalo, New York and Erie:							Cincinnati and Indianapolis Junc:						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashtab.: 1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	....	Erie: 1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	104 1/2
2d Mortgage.....	1,000,000	7	" " "	" " "	1881	....	2d Mortgage.....	4,000,000	7	March & Sept.	" " "	1879	100
3d Mortgage.....	1,000,000	7	April & Oct.	" " "	1888	....	3d Mortgage.....	6,000,000	7	" " "	" " "	1883	94
Cleveland and Toledo: 1st Mort. (June R. R. 1st Div.)..	27,000	7	April & Oct.	New York.	1887	....	4th Mortgage.....	4,441,000	7	April & Oct.	" " "	1880	88
1st Mort. (June R. R. 2d Div.)..	120,000	7	June & Dec.	" " "	1882	....	5th Mortgage.....	925,000	7	June & Dec.	" " "	1888	....
1st Mortgage (Clev. and Tol.)..	692,000	7	April & Oct.	" " "	1886	....	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" " "	1891	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" " "	1885	100 1/2	Sterling Loan £800,000.....	3,875,520	7	March & Sept.	London.	1875	....
Columbia and Augusta: 1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888	....	Erie and Pittsburgh: 1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	....
Columbus, Chicago & Ind. Cent.: Trust Mort. S. F. for \$15,000,000.	.....	7	April & Oct.	New York.	1908	70 1/2	2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" " "	1875	....
Columbus and Indiana Central: 1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	81	Evansville and Crawfordsville: 1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	....
2d Mortgage.....	816,000	7	" " "	" " "	18—	....	1st Mortgage of 1854.....	740,000	7	May & Nov.	" " "	1869	....
Income Bonds.....	1,600,000	7	" " "	" " "	18—	....	Rockville Extension 1st Mort...	150,000	7	Feb. & Aug.	" " "	1881	....
Columbus and Xenia: 1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	....	Fall River, Warren & Providence: 1st Mortgage.....	200,000	7	" " "	Providence.	18—	....
Connecticut and Passumpsic Riv.: 1st Mortgage for \$800,000.....	673,800	6	June & Dec.	Boston.	1876	....	Flemington: 1st Mortgage, guaranteed.....	100,000	6	" " "	Princeton.	18—	....
Notes.....	300,000	7	" " "	" " "	1876	....	Flint and Pere Marquette: 1st Mortgage.....	815,000	7	" " "	New York.	18—	....
Connecticut River: 1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	96 1/2	Galena and Chicago Union: 1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	....
Connecting: 1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	2d Mortgage.....	1,173,000	7	May & Nov.	" " "	1875	....
Council Bluffs and St. Joseph: 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	....	Mississippi Bridge.....	200,000	7	Jan. & July.	" " "	1884	....
Cumberland Coal and Iron: Bonds of Nov., 1852.....	397,000	6	Jan. & July.	New York.	1869	....	Grand Rapids and Indiana: 1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	....
Bonds of Feb., 1864.....	89,000	6	Feb. & Aug.	" " "	1869	....	Grand River Valley: 1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	....
Bonds of July, 1867.....	93,000	6	" " "	" " "	1877	....	Grand Trunk (Can.): 1st Preference Bonds.....	12,573,661	5	Jan. & July.	London.	18—	....
Cumberland and Pennsylvania: 1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891	....	2d Preference Bonds.....	7,355,986	5	" " "	" " "	18—	....
Cumberland Valley: 1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	3d Preference Bonds.....	3,414,094	4	" " "	" " "	18—	....
2d Mortgage.....	109,500	8	" " "	" " "	1904	....	4th Preference Stock.....	25,592,860	4	" " "	" " "	18—	....
Company's Bonds.....	85,900	6	" " "	Harrisburg.	18—	....	Equipment Bonds.....	2,433,333	6	April & Oct.	" " "	18—	....
Danbury and Norwalk: 1st Mortgage.....	100,000	7	Jan. & July.	New York.	1870-80	....	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" " "	18—	....
Dayton and Michigan: 1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867	....	Great Western of Canada: Government Loan £573,688.....	2,782,387	6	" " "	Ottawa.	....	....
2d Mortgage.....	2,589,000	7	" " "	" " "	1881	....	Mortgage Bonds £615,200.....	2,983,720	6	" " "	London.	73-70	....
3d Mortgage.....	642,000	7	March & Sept.	" " "	1884	....	Mortgage Bonds £547,000.....	2,652,950	5 1/2	" " "	" " "	77-78	....
Toledo Depot Bonds.....	109,500	7	" " "	" " "	81-94	....	Stock Debentures £46,700.....	226,500	5	" " "	" " "	irred.	....
Dayton and Union: 1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....	Great Western of Illinois: 1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	....
2d Mortgage.....	135,000	7	June & Dec.	" " "	1879	....	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" " "	1888	....
Income Bonds.....	251,000	6	" " "	" " "	79 aft	....	1st Mortgage (General).....	2,500,000	7	" " "	" " "	1888	90
Dayton and Western: 1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	....	2d Mortgage.....	2,500,000	7	May & Nov.	" " "	1893	81 1/2
2d Mortgage.....	463,000	6	June & Dec.	" " "	....	....	Greenville and Columbia: State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	....
Delaware: 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....	1st Mortgage.....	1,000,000	7	" " "	New York.	18—	....
Guaranteed Bonds.....	100,000	6	" " "	" " "	1875	....	Hannibal and St. Joseph: State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	91 1/2
State Loan.....	170,000	6	" " "	" " "	1876	....	State Loan of 1855.....	1,500,000	6	" " "	" " "	1885	....
Delaware, Lackawanna & Western: 1st Mort. (L. & W.) for \$600,000.	564,000	7	Jan. & July.	New York.	1871	98	Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	" " "	1888	....
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" " "	1875	99	Convertible bonds of 1863.....	800,000	7	Jan. & July.	" " "	1888	....
2d Mort. (General) for \$2,000,000.	1,653,000	7	March & Sept.	" " "	1881	96	Six year bonds of 1865.....	1,000,000	10	" " "	" " "	1872	....
Des Moines Valley: 1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....	Harrisburg and Lancaster: 1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	....
Income Bonds.....	462,000	7	Jan. & July.	" " "	1884	....	Hartford and New Haven: 1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	90
Detroit and Milwaukee: 1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....	Hartford, Providence and Fishkill: 1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Hartford.	1876	....
2d Mortgage.....	1,000,000	8	" " "	" " "	1884	....	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" " "	" " "	1876	....
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" " "	1875	....	Hempfield: 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	....
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" " "	1875	....	Houston: 1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	....
Bonds of June 30, 1866, (cond.)	1,837,739	7	" " "	" " "	1886	....	2d Mortgage.....	96,000	7	" " "	" " "	1885	....
Detroit, Mon. & Tol. (M.S. & N.L.)	924,000	7	Feb. & Aug.	New York.	1876	....	Houston and Texas Central: Texas State Loan, sinking fund.	432,000	6	April & Oct.	New York.	67-69	....
Detroit and Pontiac (Det. & Mil.): 1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878	....	1st Mortgage.....	1,360,000	7	Jan. & July.	" " "	1866	....
2d Mortgage.....	250,000	8	Feb. & Aug.	" " "	1886	....	Land Mort. S. F. (\$20,000 p. m.)	....	6	" " "	" " "	1891	....
Dubuque and Sioux City: 1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	90	Hudson River: 1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	101
1st Mortgage (construction).....	660,000	7	" " "	" " "	1884	....	1st Mortgage.....	1,954,000	7	" " "	" " "	1869	....
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" " "	1888	....	1st Mortgage.....	1,936,000	7	" " "	" " "	1870	....
Dubuque Southwestern: 1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	....	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" " "	1885	104 1/2
2d Mortgage, ordinary.....	450,000	7	" " "	" " "	1895	....	3d Mortgage.....	185,000	7	May & Nov.	" " "	1875	....
East Brandywine & Waynesboro: 1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882	....	Huntington and Broad Top Mt.: 1st Mortgage.....	418,000	7	April & Oct.	Philadelphia.	1870	....
Eastern: State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	68-72	....	2d Mortgage.....	367,500	7	Feb. & Aug.	" " "	1875	....
2d Mortgage, (convert. sterling)...	420,000	6	Jan. & July.	London.	1872	....	Consol. Mortgage.....	723,245	7	April & Oct.	" " "	1895	....
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	....	Illinois Central: Construction.....	5,090,500	7	April & Oct.	New York.	1875	116 1/2
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	" " "	1876	....	Construction.....	2,499,000	6	" " "	" " "	1875	....
East Pennsylvania: 1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888	....	Redemption.....	2,503,000	6	" " "	" " "	1890	....
East Tennessee and Georgia: Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	....	Redemption, sterling.....	363,000	6	" " "	London.	1875	....
Tennessee Loan (1866).....	449,830	6	" " "	" " "	1898	....	Illinois and Southern Iowa: 1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	....
Mortgage (old).....	643,000	6	" " "	" " "	18—	....	Indianapolis, Cin. and Lafayette: 1st Mortgage (Ind. and Cin.)...	500,000	7	Jan. & July.	New York.	1866	....
Mortgage (new).....	124,900	7	" " "	" " "	18—	....	Indianapolis and Madison: 1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	....
East Tennessee and Virginia: Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	....	Jackson, Lansing and Saginaw: 1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	....
Tennessee Loan (1866).....	600,000	6	" " "	" " "	1898	....	Jeffersonville (J. M. & L.): 1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	....
Tennessee endorsed bonds.....	185,000	6	" " "	" " "	18—	....	2d Mortgage.....	....	7	April & Oct.	" " "	1873	....
Ridgely and Kentucky: Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	....	Jeffersonville, Madison & Indian: 1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906	....
Elmira and Williamsport: 1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	93 1/2	Louisville Loan (endorsement)...	150,000	6	" " "	" " "	1882	....
Plain Bonds.....	570,000	6	April & Oct.	" " "	1872	....	Joliet and Chicago: 1st Mortgage, guaranteed, S. F..	500,000	8	Jan. & July.	New York.	1874	....
European and North American: 1st Mortgage, S. F., £411,000.....	....	6	Jan. & July.	London.	18—	....	Joliet and Northern Indiana: 1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1883	....
							Junction, Philadelphia: 1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896

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CONCLUSIONS

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
Kentucky Central:							Mississippi and Tennessee:							
1st Mort. (Covington & Lexing.)	\$128,000	7	—	—	1872	...	1st Mortgage.....	\$600,000	7	April & Oct.	New York.	1876	...	
2d Mortgage (do.)	844,000	7	—	—	1882	...	2d Mortgage for \$1,800,000.....	860,000	8	Jan. & July.	"	1870	...	
3d Mortgage (do.)	236,000	7	—	—	1885	...	Tennessee State Loan.....	317,800	6	"	"	1892	...	
Keokuk and St. Paul:							Mobile and Girard:							
1st Mortgage, sinking fund, conv. Income	400,000	8	May & Nov.	New York.	1887	...	1st Mortgage Bonds.....	\$250,000	6	—	—	18—	...	
Knoxville and Charleston:							Mobile and Ohio:							
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	...	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	...	
Knoxville and Kentucky:							1st Mortgage, Sterling.....	8*	"	"	Mobile.	1882	...	
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	...	Tennessee Loans.....	1,660,800	6	Jan. & July.	New York.	1891	...	
Tenn. State Loan (new).....	800,000	6	"	"	1898	...	Income of '61, '62, '65 and '67.....	388,900	8	May & Nov.	Mobile.	1867	...	
Lackawanna and Bloomsburg:							Liquidation (10 year) bonds.....	556,421	8	"	New York.	1876	...	
1st Mortgage.....	7	Jan. & July.	New York.	1875	...		Interest bonds.....	997,900	8	"	"	Mobile.	1882	...
1st Mortgage (Extension).....	7	March & Sept.	Philadelphia.	1885	...		Montgomery and Bufala:							
2d Mortgage.....	7	April & Oct.	"	1880	...		1st Mortgage, endorsed by Ala.....	129,000	8	March & Sept.	New York.	1886	...	
2d Mortgage (Extension).....	7	May & Nov.	"	1890	...		Montgomery and West Point:							
Lake Erie and Louisville:							Company Bonds.....	100,000	7	Jan. & July.	1870	...		
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	...	Company Bonds.....	299,200	7	"	1876	...		
Lehigh and Lackawanna:							Company Bonds.....	639,500	7	"	1881	...		
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	...	Morris and Essex:							
Lexington and Frankfort:							1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1914	100	
1st Mortgage.....	44,000	6	Jan. & July.	Lexington.	'69-'74	...	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	88	
Lehigh Valley:							Nashville and Chattanooga:							
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	...	1st Mortgage, endorsed by Tenn.....	1,569,000	6	Jan. & July.	New York.	18—	...	
New Mortgage, free of taxes.....	1,000,000	6	June & Dec.	"	1898	94	Tenn. State Loan.....	150,000	6	"	"	18—	...	
Little Miami:							Tenn. Coupons Funded.....	428,270	6	"	"	18—	...	
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	...	Nashville and Decatur:							
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	...	Tenn. State Loan.....	2,115,178	6	Jan. & July.	New York.	'88-'93	...	
Little Schuylkill:							Income Bonds (Tenn. and Ala.).....	205,000	6	April & Oct.	Nashville.	1870	...	
1st Mortgage, sinking fund.....	847,500	7	April & Oct.	Philadelphia.	1877	...	Nashville and Northwestern:							
Long Island:							Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	...	
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1870	...	2d Mortgage.....	792,050	6	"	"	'71-'83	...	
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	...	Naugatuck:							
Glen Cove Branch	150,000	6	May & Nov.	"	1893	...	1st Mortgage, Convertible.....	248,000	7	Jan. & July.	Bridgeport.	1876	...	
Louisville, Cincin. and Lexington:							Newark and New York:							
1st Mortgage for \$3,000,000.....	2,116,000	7	Jan. & July.	New York.	1897	...	1st Mortgage.....	600,000	...	—	—	18—	...	
Louisville and Frankfort:							New Bedford and Taunton:							
1st Mortgage.....	108,000	6	Jan. & July.	New York.	'69-'78	...	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	...	
Louisville Loan.....	100,000	6	"	"	1881	...	New Brunswick and Canada:							
Louisville and Nashville:							1st Mortgage, Sterling \$220,000.....	1,100,000	6*	May & Nov.	London.	1867	...	
1st Mortgage, Main Stem.....	1,594,000	7	Jan. & July.	New York.	'69-'77	...	Newcastle and Beaver Valley:							
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	"	'78-'75	...	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	...	
1st Mortgage, Bardstown Branch.....	30,000	7	—	"	18—	...	2d Mortgage for \$100,000.....	39,200	7	March & Sept.	"	1877	...	
1st Mort. Lebanon Br. and Ext.	600,000	7	—	"	18—	...	New Haven and Northampton:							
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	...	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	...	
Louisville Loan, Lebanon Br.....	225,000	7	May & Nov.	"	1886	...	1st Mort. (Hamps. & Hampd.)..	200,000	6	April & Oct.	"	1874	...	
Louisville Loan, Leb. Br. Ext.....	600,000	6	April & Oct.	"	1893	...	New Jersey:							
Consolid. lt mort. for \$8,000,000	...	7	—	"	1898	...	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'73-'87	...	
Louisville, N. Albany & Chicago:							New London Northern:							
1st Mort., New Albany & Salem	2,235,000	6	—	—	18—	...	1st Mortgage.....	60,000	7	Jan. & July.	New London.	1875	...	
Macon and Brunswick:							1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	...	
1st Mort. endorsed by Georgia..	180,000	7	Jan. & July.	New York.	1887	...	N. Orleans, Jackson & Gt. North:							
McMinnville and Manchester:							1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	...	
Tenn. State Loan.....	772,000	6	Jan. & July.	New York.	...	...	2d Mortgage for \$3,000,000.....	1,019,000	8	"	"	1890	...
Mahanoy and Broad Mountain:							2d Mort. construction (80 m.) ..	1,903,000	8	April & Oct.	New York.	1889	...	
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	...	2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	"	1887	...	
Maine Central:							New York Central:							
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	...	Premium, Sinking Fund Bonds.	6,189,954	6	May & Nov.	New York.	1883	95	
\$400,000 Loan.....	315,200	6	June & Dec.	"	'70-'71	...	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	102	
Bangor City Loan.....	680,000	6	April & Oct.	"	1874	...	Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	"	1883	...	
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...	Bonds for railroad stocks.....	594,000	6	"	"	1883	...	
Marlette and Cincinnati:							Bonds for real estate.....	165,000	6	"	"	1883	...	
1st Mortgage.....	2,368,385	7	Feb. & Aug.	Baltimore.	1892	91	Bonds and mortgages.....	176,865	7	various.	"	var.	...	
1st Mortgage, Sterling.....	1,000,000	7*	—	London.	1892	...	Convertible bonds.....	453,000	7	Feb. & Aug.	"	1876	...	
2d Mortgage.....	520,000	7	May & Nov.	Baltimore.	1896	76	Renewal bonds of 1863.....	2,900,000	6	June & Dec.	"	1887	95	
Scioto and Hocking Valley.....	300,000	7	—	"	1896	...	New York and Flushing:							
Memphis and Charleston:							1st Mortgage.....	125,000	7	—	—	18—	...	
Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1892	...	New York and Harlem:							
1st Mortgage, Convertible.....	1,294,000	7	May & Nov.	"	1880	...	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	103	
2d Mortgage for \$1,000,000.....	417,000	7	Jan. & July.	"	1887	...	3d Mortgage of 1853.....	92,500	7	Jan. & July.	"	1863	...	
Memphis, Clarkesville & Louisv.:							Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1896	...	
Tenn. State Loan.....	1,582,000	6	Jan. & July.	New York.	18—	...	New York and New Haven:							
Memphis and Little Rock:							1st Mortgage.....	1,068,500	6	April & Oct.	New York.	1875	96	
Tenn. State, endorsements.....	350,000	6	Jan. & July.	New York.	18—	...	New York, Providence & Boston:							
Tenn. State, Funded coupons.....	105,000	6	"	"	18—	...	1st Mortgage.....	230,000	6	Feb. & Aug.	New York.	'73-'78	...	
Mortgage (road and land).....	600,000	8	May & Nov.	"	1890	...	Improvement Bonds.....	100,000	7	Jan. & July.	"	1881	...	
Memphis and Ohio:							Extension Bonds.....	250,000	6	May & Nov.	"	1883	...	
Tenn. State Loan and coupons..	2,390,110	6	Jan. & July.	New York.	18—	...	Norfolk and Petersburg: 1							
Michigan Central:							1st Mortgage.....	297,750	7	Jan. & July.	New York.	45-'77	...	
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	...	1st Mortgage.....	328,800	8	"	"	65-'70	...	
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	...	2d Mortgage for \$300,000.....	6,000	8	"	"	1879	...	
1st Mortgage, dollars, convertible	1,777,000	8	—	New York.	1869	...	North Eastern:							
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	115	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	...	
Consol. Sinking Fund Mortgage	4,231,500	8	"	"	1882	115	2d Mortgage for \$300,000.....	145,000	7	Jan. & July.	"	1868	...	
Michigan Southern & North Ind.:							Interest Certificates.....	228,086	7	"	"	1875	...	
1st Mortgage, Sinking Fund.....	6,094,000	7	May & Nov.	New York.	1885	100	North Missouri:							
2d Mortgage.....	2,693,000	7	"	"	1877	94	1st Mortgage for \$6,000,000.....	3,000,000	7	Jan. & July.	New York.	1898	83	
Goshen Air Line Mortgage.....	637,000	7	Feb. & Aug.	"	1888	...	North Pennsylvania:							
Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1876	...	1st Mortgage.....	2,638,349	6	Jan. & July.	Philadelphia.	1880	92	
Mifflin and Centre County:							Chattel Mortgage.....	377,365	10	April & Oct.	"	1887	...	
1st Mortgage.....	145,000	6	April & Oct.	Philadelphia.	1885	...	2d Mortgage.....	274,500	7	—	—	18—	92	
Milwaukee and Prairie du Chien:							North Shore, S. I.:							
1st Mortgage.....	390,500	7	Jan. & July.	New York.	1891	...	1st Mortgage.....	110,200	7	—	—	18—	...	
Milwaukee and St. Paul:							Northern Central:							
1st Mortgage—370 miles.....	5,361,000	7	Jan. & July.	New York.	1893	95	1st Mortgage, Sinking Fund.....	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	...	
2d Mortgage.....	1,476,000	7	April & Oct.	"	1884	88	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	"	1885	86	
1st Mortgage (P. du C.).....	3,592,000	8	—	"	18—	103	3d Mortgage, Sinking Fund.....	1,064,500	6	April & Oct.	"	1900	86	
2d Mortgage (P. du C.).....	739,000	7.3	—	"	18—	98	Northern New Hampshire:							
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	"	18—	92	Company Bonds.....	145,000	6	April & Oct.	Boston.	1874	...	
Minnesota Valley:							Northern New Jersey:							
1st Mortgage \$6,000 per mile.....	100,000	7	Jan. & July.	New York.	1896	...	1st Mortgage.....	300,000	7	Jan. & July.	New York.	18—	...	
Mississippi Central:							North Western Virginia:							
1st Mortgage.....	1,246,000	7	May & Nov.	New York.	18—	...	1st Mortgage.....	...	6	—	—	Balti more.	18—	97
2d Mortgage.....	1,517,000	8	Feb. & Aug.	"	18—	...	2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	93	
Tenn. State Loan.....	1,078,990	6	Jan. & July.	"	1896	...	3d Mortgage (B. & O. R. R. Co.)	200,000	6	"	"	1896	...	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1857.....	\$39,000	8	March & Sept.	Office, N. Car.	1867		1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	
New Loan for \$800,000.....		8			1887		2d Mortgage.....	50,000	8	June & Dec.	"	1877	
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock.....	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	
Equipment Bonds.....	300,000	8	"	"	'69-'78	102½	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	96½	2d Mortgage.....	250,000	7	"	"	1888	
1st Mortgage, W. Div.....	850,000	7	"	"	1872		Equipment Bonds, convertible.....	208,000	7	"	"	1876	
2d Mortgage, W. Div.....	750,000	7	"	"	1874		Tom's River Br. 1st Mort.....	74,500	7	"	"	18—	
Income, W. Div.....	221,500	7	April & Oct.	"	1882		Reading and Columbia:						
Consolidated Mort. for \$8,000,000		7	Jan. & July.	"	1898		1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	
Company Bonds.....	180,000	6	April & Oct.	Boston.	'67-'69	97	Rensselaer and Saratoga:						
Company Bonds.....	223,000	5	Various.	"	'77-'84		1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	
Company Bonds.....	2,467,000	6	"	"	'75-'76		1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	
1st Mort. (Alex. to Gordonsville).....	400,000	6	May & Nov.	New York.	1873	80	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	
1st Mort. (Charlotte to Lynchb.).....	1,130,500	6	Jan. & July.	Richmond.	1875		Richmond and Danville:						
2d Mort. " " " " " " " " " " " "	573,500	8	May & Nov.	Alexandria.	1880		Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	
3d Mort. " " " " " " " " " " " "	63,200	8	March & Sept.	New York.	1877		Bonds guaranteed by Virginia.....	200,000	7	"	"	'75-'76	
Bonded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	"	1877		4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	
Virginia State Loan of '88 & '89	249,862	7	"	"	'92-'93		4th Mortgage.....	504,000	7	"	Richmond.	1873	
Oswego and Rome:							Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	
1st Mort. guar. by R. W. & O.....	500,000	7	May & Nov.	New York.	1816		Richmond and Fort Wayne:						
Income.....	200,000	6	Feb. & Aug.	"	1891		1st Mortgage, guaranteed.....		7	"	New York.	18—	
Oswego and Syracuse:							Rich., Frederickburg & Potomac:						
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80		Company Bonds, sterling.....	57,333	6	Jan. & July.	London.	1875	
2d Mortgage.....	375,000	7	May & Nov.	"	1885		Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	
Pacific of Mo.:							Company Bonds, dollar.....	271,599	7	"	"	'75-'79	
State Loan (20 and 30 years).....	7,000,000	6	Jan. & July.	New York.	'72-'89		Richmond and Petersburg:						
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	96½	Company Bonds (coup. & reg.).....	130,500	7	June & Dec.	N. Y. & Rich.	1875	
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73		Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	
1st (new) Mortgage for \$7,000,000		6	Feb. & Aug.	New York.	1888	100	Roanoke Valley (R. & Dan):						
Panama:							1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	
1st Mortgage, Sterling.....	416,000	7	April & Oct.	London.	1870		Rockford, R. Island & St. Louis:						
1st Mortgage, Sterling.....	346,000	7	"	"	1875		1st Mortgage, convertible S.F. free		7	Feb. & Aug.	N. Y. & Lond.	1919	97½
2d Mortgage, Sterling.....	1,912,000	7	Feb. & Aug.	"	1872		Rome, Watertown & Ogdensb.						
Peninsula (C. & N. W.):							1st Mortgage, Sinking Fund.....	554,500	7	June & Dec.	New York.	1891	100
1,075,000	7	March & Sept.	New York.	1898			2d Mort. (Watertown & Rome).	37,000	7	March & Sept.	"	'68-'71	
Pennsylvania:							Sinking Fund (Watert. & Rome)	731,600	7	"	"	1880	
1st Mort. {	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	
2d Mort. { Harrisb. to Pittsb. }	2,597,000	6	April & Oct.	"	1875	96½	Rutland and Burlington:						
2d Mt. etc. }	2,283,840	6	"	London.	1875		1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	152
General Mortgage.....	59,000	6	"	Philadelphia.	18—		2d Mortgage.....	937,500	7	"	"	1863	
State lien on whole property.....	6,375,734	5	April & Oct.	Harrisburg.	1870		3d Mortgage.....	440,000	7	"	"	1863	
Short Bonds and Debentures.....	3,400,000	6	"	Philadelphia.	18—		Sacramento Valley:						
Pensacola and Georgia:							1st Mortgage.....	400,000	10	Jan. & July.	New York.	1875	
1st Mortgage.....	1,155,300	7	Jan. & July.	New York.	18—		2d Mortgage.....	329,000	10	Feb. & Aug.	San Francisco.	1881	
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—		St. Joseph and Council Bluffs:						
2d Mortgage.....	255,000	8	"	"	18—		1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	
Feoria and Bureau Valley:							St. Louis, Alton and Terre Haute:						
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—		1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	95
Feoria, Pekin and Jacksonville:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887		2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84½
Petersburg:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72		2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	84
Philadelphia and Baltimore Cent.							St. Louis and Iron Mountain:						
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876		1st Mortgage for \$4,000,000.....		7	Feb. & Aug.	New York.	1892	85
Philadelphia and Erie:							St. Louis, Jacksonville & Chicago:						
1st Mortgage (Sunbury & Erie).....	1,000,000	7	April & Oct.	Philadelphia.	1877		1st Mortgage (\$15,000 per mile).....	2,250,000	7	April & Oct.	New York.	1884	
1st Mortgage (General).....	5,000,000	6	"	"	1881		Equipment Bonds, free.....		10	Jan. & July.	"	18—	
2d Mortgage.....	4,000,000	7	"	"	1901	80	St. Paul and Chicago:						
3d Mortgage for \$3,000,000.....	600,000	7	"	"	1885		1st Mort. S.F. guar. for \$4,000,000		8	J. A. J. & O.	New York.	1900	
Philadelphia, Germant. & Norist.							St. Paul and Pacific 1st Division:						
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882		1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	
Philadelphia and Reading:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	
Bonds of 1849.....	2,656,000	6	April & Oct.	Philadelphia.	1870	105½	2d Mortgage and Land Grant.....	1,200,000	7	June & Dec.	"	1892	
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871		General Mort. etc. for \$780,000		7	Jan. & July.	London.	18—	
Bonds of 1836-43-44-48 and 40.....	2,497,800	6	"	"	1880	92	General Mort. dol. for \$7,000,000		7	"	New York.	18—	
Bonds of 1867, convertible.....	171,000	6	"	"	1886		Salem:						
Bonds of 1836, Sterling.....	182,400	5*	"	London.	1880		1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	
Bonds of 1836, Sterling, conv.....	288,000	7*	"	"	'72-'77		Salem and Lowell:						
Mort. bonds of '68, clear of taxes		7	April & Oct.	Philadelphia.	1893		1st Mortgage.....	226,900	6	"	Boston.	1876	98½
Philadelphia and Trenton:							Sandusky and Cincinnati:						
1st Mort. (Camden & Amboy).....	200,000	6	May & Nov.	Philadelphia.	1868		1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	
Philadelphia, Wilmington & Balt:							3d Mortgage.....	148,000	7	"	"	18—	
Mortgage Loan, convertible.....	411,000	6	Jan. & July.	Philadelphia.	1884		Sandusky, Mansfield and Newark:						
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76		1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	
Bonds of 1867.....	415,000	6	"	"	1887		Funded Coupons.....	818,200	7	"	"	1875	
Pittsburg and Connellsville:							Schuylkill Navigation:						
1st Mort. (Turtle Creek Div.).....	400,000	6	Feb. & Aug.	New York.	1889		1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886		3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.....	362,500	6	May & Nov.	"	1870	
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105½	Schuylkill and Susquehanna:						
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912		1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912		Seaboard and Roanoke:						
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912		1st Mortgage.....	210,000	7	"	New York.	1880	
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912		3d Mortgage.....	71,000	7	"	"	1870	
1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912		Convertible registered.....	128,893	7	"	Portsmouth.	1873	
2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	98	Selma and Meridian:						
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912		1st Mortgage.....	78,873		"	"		
2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912		2d Mortgage.....	52,000		"	"		
2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912		3d Mortgage.....	665,000		"	"		
2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912		Selma, Rome and Dalton:						
2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912		1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	
2d Mortgage (Series M).....	860,000	7	April & Oct.	"	1912	93	2d Mort. (Ala. and Tenn. River)	241,100	8	"	"	1864	
3d Mortgage.....	2,000,000	7	"	"	1912		Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	"	1887	
Bridge (O. & P. R. R.) bonds.....	158,000	7	May & Nov.	"	1876		Shamokin Valley and Pottsville:						
Pittsburg and Stenbenville:							1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	
1st Mortgage.....	1,000,000	7	Feb. & Aug.	New York.	1881		Sloux City and Pacific:						
2d Mortgage.....	500,000	7	"	"	1881		1st Mortgage.....	1,600,000	7	April & Oct.	New York.	1898	
Portland and Kennebec:							2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1898	
Consolidated Bonds.....	230,000	6	April & Oct.	Boston.	1883		Somerseset and Kennebec:						
300,000	6	"	"	"	1895		1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	
Potsdam and Watert. (R. W. & O.)							2d Mortgage.....	250,000	6	"	"	1876	
1st Mortgage, guaranteed.....	511,500	7	June & Dec.	New York.	'69-'74								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							West Chester and Philadelphia:						
1st Mortgage, reconstruction...	\$55,000	7	March & Sept.	New Haven.	1880	....	1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....
South Carolina:							2d Mortgage, registered.....	502,000	8	April & Oct.	"	1878	....
Sterling Bonds £452,912.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	West Jersey:						
Sterling Bonds £59,031.....	262,396	5*	"	Charleston.	'71-'85	....	Loan of 1861 for \$1,000,000.....	238,000	6	March & Sept.	Philadelphia.	1883	93
Domestic Bonds.....	617,167	6	various.	"	'68-'74	....	Loan of 1865 for \$1,000,000.....	780,000	6	Jan. & July.	"	1896	....
Domestic Bonds.....	695,500	7	"	"	'68-'72	....	Western (Boston and Albany):						
Domestic Bonds.....	280,000	7	April & Oct.	"	'88-'91	....	Sterling Loans, £899,900.....	4,319,520	5*	April & Oct.	London.	'68-'71	....
South Shore:							Dollar Bonds.....	936,500	6	"	Boston.	1875	98 1/2
1st Mortgage.....	150,000	6	Jan. & July.	Boston.	18—	....	Western Maryland:						
South Side, Va.:							1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1890	....
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1887	....	1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	....
2d Mort., guar. by Petersburg.....	300,000	6	"	Petersburg.	'70-'75	....	2d Mort. for \$300,000, end. by B.	150,000	6	"	"	1890	....
3d Mort. (for City Point R. R.).....	175,000	6	"	"	'65-'68	....	2d M. for \$300,000, end. by W. Co.	150,000	6	"	"	1890	....
4th Mortgage.....	314,900	6	"	"	'70-'72	....	Western Pennsylvania:						
5th Mortgage.....	119,000	8	"	"	'63-'69	....	1st Mortgage, guaranteed.....	1,283,600	6	April & Oct.	Philadelphia.	18—	82 1/2
South Side, L. I.:							Western Union:						
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....	1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
South Western:							Wills Valley:						
1st Mortgage.....	437,000	8	various.	Macon.	'75-'85	....	1st M. for \$1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
South West Pacific:							Wilm., Charlotte & Rutherford:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....	N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Southern Minnesota:							1st Mortgage guar. by State.....	.....	8	"	"	1897	....
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885	....	Wilmington and Manchester:						
Springfield and Columbus:							1st Mortgage.....	596,000	7	June & Dec.	New York.	1866	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	2d Mortgage.....	200,000	7	May & Nov.	"	1873	....
Staten Island:							Income Bonds.....	160,000	7	March & Sept.	Wilmington.	1864	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Steubenville and Indiana:							Consol. Mortgage for \$2,000,000.	.....	7	May & Nov.	New York.	'92-'02	....
1st Mortgage.....	1,500,000	7	Jan. & July.	Philadelphia.	1870	....	Wilmington and Weldon:						
Sullivan:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	2d Mortgage, Sterling.....	197,777	7*	"	"	1886	91 1/2
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	Sinking Fund Mortgage.....	508,000	7	April & Oct.	New York.	1896	....
Syracuse, Binghamton and N. Y.:							Winchester and Alabama:						
1st Mortgage.....	1,721,514	7	April & Oct.	New York.	1876	....	Tenn. State Loan.....	1,098,259	6	Jan. & July.	New York.	'88-'96	....
Tallahassee:							Winchester and Potomac:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	18—	....	Stg. State Loan.....	85,333	6	August.	Richmond.	.....	....
Tioga:							Trust Bonds.....	120,000	7	Jan. & July.	Baltimore.	1897	....
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	....	Winona and St. Peter:						
Toledo, Logansport & Burlington:							1st Mortgage (C. & N. W.).....	.....	7	Jan. & July.	New York.	18—	....
1st Mortgage.....	800,000	7	Feb. & Aug.	New York.	1884	....	Wrightsville, York & Gettysburg:						
Toledo, Peoria and Warsaw:							1st Mort. guar. by N. Central ..	52,000	7	May & Nov.	Baltimore.	1867	....
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	86	York and Cumberland (N. Cent.):						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	84 1/2	1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	....
Toledo, Wabash and Western:							2d Mortgage.....	25,000	6	Jan. & July.	"	1871	....
1st Mort. (To. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	91 1/2	3d Mortgage.....	500,000	6	"	"	1877	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	CANAL BONDS.						
2d Mort. (To. & Wabash 75 m.).....	1,000,000	7	May & Nov.	"	1878	....	Chesapeake and Delaware:						
2d Mort. (Wab. & West. 167 m.).....	1,600,000	7	"	"	1871	....	1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Equipm't Bonds (T. & W. 75m.).....	600,000	7	"	"	1888	77 1/2	Chesapeake and Ohio:						
S. F. R. (To. W. & W. 499 m.).....	289,000	7	April & Oct.	"	1871	....	State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Consol. M. (T. W. & W. 499 m.).....	1,880,000	7	J. A. J. & O.	"	1907	....	Sterling, guaranteed.....	4,375,000	5*	"	London.	1890	....
Troy and Boston:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Delaware Division:						
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
3d Mortgage.....	450,000	7	May & Nov.	"	1875	....	Delaware and Hudson:						
Convertible Bonds.....	300,000	7	March & Sept.	Troy.	1882	....	1st Mortgage.....	581,000	7	March & Sept.	New York.	1870	....
Troy Union:							1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Delaware and Raritan (See Cam	den and					
2d Mortgage, guaranteed.....	180,000	6	"	"	1877	....	Amboy R. R.).....						
Union and Logansport:							Erie of Pennsylvania:						
1st Mortgage.....	1,834,000	7	June & Dec.	New York.	1905	....	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
Union Pacific:							Interest Bonds.....	161,960	7	"	"	18—	....
1st Mortgage, free.....	20,188,000	6*	Jan. & July.	New York.	1897-8	102	Illinois and Michigan:						
2d Mortgage (Gov. subsidy).....	20,188,000	6*	"	"	1897-8	....	Ill. State bonds, sterling, coupon	787,222	6*	April & Oct.	London.	1870	....
Union Pacific—Central Branch:							Ill. State bonds, sterling, reg.....	500,967	6*	"	"	1870	....
1st Mortgage.....	1,900,000	6*	May & Nov.	New York.	1895	....	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
2d Mortgage (Gov. subsidy).....	1,900,000	6	Jan. & July.	"	1895	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
Union Pacific—Eastern Division:							Lehigh Coal and Navigation:						
1st Mortgage.....	6,400,000	6*	June & Dec.	New York.	1895	102	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage (Gov. subsidy).....	6,400,000	6	Jan. & July.	"	1895	....	2d Loan.....	5,606,122	6	"	"	1884	85 1/2
Vermont Central:							3d Loan.....	2,000,000	6	"	"	1897	....
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1866	80	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	93 1/2
2d Mortgage.....	1,500,000	7	Jan. & July.	Boston.	1867	....	Convertible Loan.....	1,201,850	6	"	"	1877	....
Equipment Loan.....	1,000,000	8	"	"	18—	103 1/2	Monongahela Navigation:						
Vermont and Massachusetts:							1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	....	2d Mortgage.....	57,000	6	"	"	18—	....
Vermont Valley:							Morris (and Banking):						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	....
1st Mortgage.....	114,000	6	"	Boston.	1890	....	2d Mortgage.....	302,750	6	"	"	1876	....
2d Mortgage.....	293,200	7	"	New York.	1859	....	Boat Loan.....	232,087	6	"	"	1885	....
Vicksburg and Meridian:							North Branch:						
Consol. Mortgage for \$3,500,000.	.....	7	Jan. & July.	Philadelphia.	1890	....	1st Mortgage.....	500,000	6	May & Nov.	Philadelphia.	1876	....
Virginia Central:							Schuylkill Navigation:						
State Loan.....	210,000	6	Jan. & July.	New York.	1891	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	86 1/2
1st Mortgage (guar. by State).....	100,000	6	"	N. Y. & Rich.	1880	....	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	69 1/2
2d Mortgage.....	206,500	6	"	"	1872	....	Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	72
3d Mortgage.....	988,000	6	"	"	1884	....	Susquehanna and Tide Water:						
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78	....	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
Virginia and Tennessee:							Coupon Bonds.....	1,250,000	6	"	Baltimore.	1878	58
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	65	Preferred Interest Bonds.....	325,000	6	"	"	1864	....
2d Mortgage.....	25,500	6	"	"	1879	....	Union (Pa.):						
3d Mortgage.....	908,000	6	"	"	1884	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
Balt Works Branch Bonds.....	9,500	6	"	"	1861	....	West Branch and Susquehanna:						
Income Bonds.....	314,000	6	"	"	1866	....	1st Mortgage, sinking fund.....	760,000	6	Jan. & July.	Philadelphia.	1878	....
Funding Bonds.....	866,000	8	"	"	18—	....	Wyoming Valley:						
Warren:							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	....
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	MISCELLANEOUS BONDS.						
Warren and Franklin:							American Dock & Improvement:						
1st Mortgage.....	1,937,000	7	— & —	Philadelphia.	18—	....	Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	95
Warwick Valley:							Consolidated (Md.) Coal:						
1st Mortgage.....	85,000	7	April & Oct.	New York.	1890	....	1st Mortgage, convertible.....	629,000	7	Jan. & July.	New York.	1885	....
Western Alabama:							Pennsylvania Coal:						
1st Mortgage, guar. for \$500,000.	.....	7	— & —	New York.	18—	....	Mortgage Loans.....	597,000	7	Feb. & Aug.	Philadelphia.	1881	....
West Wisconsin:							Western Union Telegraph:						
1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70	1st Mortgage, convertible.....	4,857,000	7	May & Nov.	New York.	1876	....
							Bonds of American Tel. Co.....	89,500	7*	Jan. & July.	"	1873	....

A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

As asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Years ending.	Railroad.			Rolling Stock.			Property and Assets.			Liabilities.			Operations.			Earnings.		Value of Shares.							
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.		Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.		Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	Market.
					Pass.	B. M. E.																			
Oct. 31, 1897	80.0	23.5	110.0	21	6	81,271	3,231,358	Lackawanna and Bloomsburg..... Penn.	521,773	1,335,000	2,273,206	88,880	80.0	598,071	790,808	223,446	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	27.0	...	...	3	2	1	1,340,250	Lake Erie and Louisville..... Ohio & Ind.	...	840,250	600,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jan. 1, 1898	15.0	...	...	33	8	21,847	575,100	Leavenworth, Lawrence & Galvesa..... Kansas	...	375,100	200,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oct. 31, 1897	81.0	46.8	16.0	90	18	10,839	9,459,025	Lehigh and Susquehanna..... Pennsylvania	1,747,141	8,739,800	7,990,285	868,111	101.0	1,224,376	534,164	193,776	100	100	100	100	100	100	100	100	100
Nov. 30, 1897	101.0	60.3	148.6	2	2	2	11,459,652	Lehigh Valley..... Pennsylvania	3,407,489	10,731,400	1,457,000	868,111	101.0	1,224,376	3,580,764	1,372,063	100	100	100	100	100	100	100	100	100
Oct. 31, 1897	6.6	0.6	...	2	2	2	288,708	Lexington and Arlington..... Massachusetts	...	241,200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1897	12.0	0.8	...	2	2	2	654,295	Lexington and Big Sandy..... Kentucky	...	514,646	44,000	8,297	12.8	...	38,718	5,042	100	100	100	100	100	100	100	100	100
Nov. 30, 1897	84.2	44.7	...	45	40	24	713	Little Miami..... Ohio	3,775,757	1,704,058	1,589,000	627,251	196.2	1,110,055	1,985,764	483,225	100	100	100	100	100	100	100	100	100
Oct. 31, 1897	16.3	...	...	2	2	2	1,406,692	Little Schuylkill..... Pennsylvania	...	2,047,438	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1897	9.0	...	...	2	2	2	182,680	Long Branch and Sea-Shore..... New Jersey	...	175,232	825,000	4,448	9.0	...	57,382	8,036	100	100	100	100	100	100	100	100	100
Sept. 30, 1898	45.0	23.0	...	24	8	158	3,805,509	Long Island..... New York	...	3,000,000	825,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jun. 30, 1898	46.0	14.0	...	24	13	5	2,496,288	Louisville, Cincinnati and Lexington..... Ky.	...	211,122	1,116,000	573,445	94.0	...	683,016	440,189	100	100	100	100	100	100	100	100	100
Jun. 30, 1897	28.0	...	...	60	45	23	718	Louisville and Frankfort..... Kentucky	...	36,397	5,519	1,058,558	94.0	...	483,219	157,247	100	100	100	100	100	100	100	100	100
Sept. 30, 1897	12.4	...	...	34	18	7	410	Louisville and Nashville..... Ky. and Tenn.	...	1,583,680	5,492,558	4,697,757	334.0	...	2,168,876	810,469	100	100	100	100	100	100	100	100	100
Oct. 31, 1897	21.0	4.5	...	2	2	2	382,883	Louisville, New Albany and Chicago..... Ind.	...	200,000	73,000	2,160	345.0	...	854,222	109,607	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	50.0	...	...	53	3	8	600,000	Lykens Valley..... Pennsylvania	...	892,803	31,032	222,174	50.0	...	94,046	21,780	100	100	100	100	100	100	100	100	100
Nov. 30, 1897	102.5	...	...	17	8	8	3,500,000	Macon and Brunswick..... Georgia	196,641	377,458	415,000	222,174	102.5	...	668,346	164,089	100	100	100	100	100	100	100	100	100
Oct. 31, 1897	12.3	19.0	...	28.0	13	6	230	McMinnville and Manchester..... Tennessee	...	1,000,800	2,534,120	704,000	137.8	...	531,105	180,437	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	34.2	...	...	55	29	10	3,037,069	Manchester and Broad Mountain..... Penn.	...	1,000,000	1,000,000	704,000	282.8	...	1,208,636	191,635	100	100	100	100	100	100	100	100	100
Mar. 31, 1897	19.0	...	...	52	21	13	580	Manchester and North Western..... N. H. & Mass.	...	14,256,253	4,188,385	650,064	32.0	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Jun. 30, 1897	190.8	86.0	...	50	33	8	3,885,881	Manchester and North Western..... N. H. & Mass.	1,097,590	695,844	3,306,530	30,171	376.0	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	32.0	...	...	33	6	7	1,776,256	Marietta and Cincinnati..... Ohio	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	3,037,069	Memphis and Charleston..... Miss. & Ala.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	130.6	...	...	33	6	7	3,037,069	Memphis and Louisville..... Tenn.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
May 31, 1898	28.8	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Feb. 28, 1898	48.4	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	6.6	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7	1,776,256	Michigan Central..... Mich., Ind. & Ill.	...	1,176,256	695,844	3,306,530	30,171	...	1,494,294	441,296	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	83.0	...	...	33	6	7																			

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "s."

Years ending	Railroad.			Rolling Stock.	Companies.	Property and Assets.				Liabilities.				Operations.				Earnings.		Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	Main Line.	Branch Line.	2d Track and Sidings.			Railroad in progress.	Engines.	Pass.	R. M. E.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.		Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Completed: equalized in single year.	Length in progress or projected.	Equipment.			Companies.	Cost of Road and Equipment.	Indebtedness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Cars.					Bonds.	Debt.	Gross.	Net.			
			Horse.	2 horse.	1 horse.									
MASSACHUSETTS.														
30 Nov '67	3.53					Boston and Chelsea	110,000	119,000		8,860	7,396	6.8		37
30 Nov '67	0.84		265	38		Broadway, Boston	402,468	325,000	64,836	187,427	29,450	9.5		90
30 Nov '67	28.31					Cambridge	877,894	727,800	150,000	94				1
30 Nov '67	3.99		48	8		Lowell (Horse)	68,908	55,880	1,680	27,268	5,538			1
30 Nov '67	12.50		106	82		Lynn and Boston	269,428	200,000	60,000	48,974	164,887	loss.		1
0 Nov '67	3.60					Malden and Melrose	60,246	200,000	55,768	24,138		loss.		1
30 Nov '67	5.00					Margit Freight	91,648	94,200						1
30 Nov '67	3.00					Medford and Charlestown	35,600	21,000	9,000		2,240		50	2
30 Nov '67	42.99		791	166		Metropolitan (Boston)	1,522,225	1,250,000	188,198	758,709	129,635	10		8
30 Nov '67	7.22		254	42		Middlesex (Boston)	499,085	400,000	41,539	79,094	188,085	10,087		1
30 Nov '67	3.21		26	7		Northampton & Willamsb.	300,000	300,000		14,773	1,125			1
30 Nov '67	2.18		6	9		North Woburn street	27,242	17,800		15,500	868	loss.		1
30 Nov '67	4.35		66	9		Quincy	136,840	71,600	63,424	57,692	23,226	loss.		1
30 Nov '67	7.11		50	17		Salem and South Danvers	195,317	150,000	32,400	6,268	30,637	loss.		1
30 Nov '67	8.74					Somerville	75,000	75,000		4,500	4,500	6		1
30 Nov '67	2.51		12	3		Stoneham street (Boston)	37,800	35,000		8,599	89			1
30 Nov '67	6.64					Suburban	95,000	5,000	(Inc. in Mal. & Melrose.)					1
30 Nov '67	2.61		440	68		Union (Transportation)	303,597	200,000	24,000	117,842	268,851	13,015		1
30 Nov '67	2.76					Winnismet.	62,152	58,200		238	3,300	3,867	4	
30 Nov '67	4.06		44	9		Worcester	99,678	75,800		26,000				1
CONNECTICUT.														
31 Jan '64	3.0	3.0	45	7		Fairhaven and Westville	109,000	100,000				8		1
31 Dec '62	8.5		11	8		Hartford and Wethersfield	300,000	300,000						1
NEW YORK.														
30 Sep '67	7.37		87	6	6	Albany	139,414	95,000	40,000		71,961	15,878	100	
30 Sep '67	24.00		58	37		Bleeker St. & Fulton Ferry	1,746,441	900,000	894,000	44,749	295,418	56,543	100	
30 Sep '67	16.9		103	37		Broadway (Brooklyn)	206,561	200,000	35,000	10,016	107,735	28,744	8	100
30 Sep '67	8.00		17			Broadway & 7th Ave., N. Y.	505,315	2,100,000	150,000		687,435	233,214	31	100
30 Sep '67	7.00		207			Brooklyn, Bath & Coney Is'd	165,255	99,850	80,000	85,172	27,253	8,064	100	
30 Sep '67	11.30		407			Brooklyn City	1,805,313	1,500,000	200,000		1,131,123	196,907	12	100
30 Sep '67	7.12		14			Brooklyn City & Newtow	553,340	400,000	200,000	2,587	129,261	14,882		100
30 Sep '67	21.1		57	22		Brooklyn City & Rock. Beh	125,536	107,700	45,000		15,085	6,352		100
30 Sep '67	8.17					Brooklyn Central & Jamaica	996,783	488,100	495,510	47,303	192,390	9,470	100	
30 Sep '67	5.16					Buffalo Street	184,357	50,000	109,500	76,883	24,555			100
30 Sep '67	7.17					Central City (Syracuse)	29,130	21,150	6,000	1,400	17,646		61	100
30 Sep '67	24.00		121	14		Centrl Pk. N. & Riv. (N. Y.)	1,629,663	1,031,500	550,000	54,827	531,915	16,285	100	
30 Sep '67	14.82		201			Coney Island & Brooklyn	678,114	500,000	141,000	47,727	118,307	22a	100	
30 Sep '67	23.19					D. Dock, E. B'dw. & Battery	1,420,972	1,000,000	205,000	15,000	592,532	89,310	5	100
30 Sep '67	18.00		162			Eighth Avenue	1,041,204	748,000	280,000		300,969	94,714	5	100
30 Sep '67	10.24		47			42d st. & Grand st. Ferry	172,000	170,000	35,000	5,000	74,423	18,798	94	100
30 Sep '67	5.50					Green st. & Newtown (W.g)	42,194	42,000			8,765	419		100
30 Sep '67	3.00					Genesee & Water st. (Syr.)	144,000	44,390	100,000	3,900				100
30 Sep '67	3.66		21	3		Greenpoint & Williamsbr	227,440	95,900	124,000	7,500	63,603	4,578	100	
30 Sep '67	10.00					Harlem Br. Moris' & Ford'm	78,510	75,000			27,600	1,520	100	
30 Sep '67	3.56					Kington and Rondout	981,500	191,500	184,000	4,000	24,961	4,000	100	
30 Sep '67	7.00		58			Metropolitan (Brooklyn)	466,295	797,320	167,000		92,671	16,581	100	
30 Sep '67	12.20					Ninth Avenue	118,083	80,000	40,000	1,247	66,870	5,345	100	
30 Sep '67	6.78		41			Niagara street (Buffalo)	286,061	133,400	100,000	13,000	43,259	5,345	100	
30 Sep '67	10.00					Rochester City & Brighton	1,416,512	800,000	700,000	137,669	458,945	9,470	100	
30 Sep '67	16.00					Second Avenue (N. Y.)	1,571,214	750,000	186,000		563,166	78,564	10	100
30 Sep '67	8.37		81			Sixth Avenue (N. Y.)	68,878	67,780	20,000					100
30 Sep '67	5.83					Statenecks	25,038	25,000	26,000		13,075	5,046	20	100
30 Sep '67	2.07					Syracuse and Gt. St. Ferry	31,000	81,000			6,596	1,176	6	100
30 Sep '67	4.50					Syracuse and Onondago	2,453,404	1,170,000	1,300,000	50,000	1,184,943	22,222	12	100
30 Sep '67	13.37		180			Third Avenue (N. Y.)	71,952	44,150	19,000	11,233	12,446	2,140	100	
30 Sep '67	15.50					Troy and Albany	301,268	121,172	196,500	1,300	75,179	14,707	100	
30 Sep '67	2.25		4			Utica and Waterline	87,000	75,000	12,000	1,534	17,395	2,267	100	
30 Sep '67	15.52					V. Brunt st. & Erie Bas. (Bk'N)	294,388	240,000	134,000	2,700	104,523	14,721	9	100
NEW JERSEY.														
31 Dec '62	5.32	2.50				Hoboken and Hudson City	32,000	30,000		2,000				
31 Dec '62	5.05		8			Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,988	3	
31 Dec '62	10.47					Jersey City & Bergen Point								
31 Dec '66	17.00		150	22		Orange and Newark	618,298	287,550	300,000	30,750	124,679	30,566		50
31 Dec '62	5.80					West Hoboken & Hoboken	100,000	40,000	60,000					
PENNSYLVANIA.														
31 Oct '67	9.23		137	26		Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	62,150	24	50
31 Oct '67	1.63		10	2		Easton & South Easton	22,422	24,500	500		4,971	428	2	25
31 Oct '67	10.60					Frankford and Philadelphia	138,287	99,635	50,000	11,064	16,786	loss.		50
31 Oct '67	16.37		272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000		295,142	56,995	6	50
31 Oct '67	34.25		367	59		Germantown	542,270	112,245	350,000	20,000	284,514	63,562	261	50
31 Oct '67	5.40		120	35		Girard College (Phila.)	170,864	170,000			112,204	16,978	124	50
31 Oct '67	4.34		197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000		170,439	9,604	10	50
31 Oct '67	2.00		18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.		25
31 Oct '67	5.20		103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,230	7,900	66,529	13,046	25	50
31 Oct '67	7.25		82	13		Oakland (Pittsburg & E. L.)		59,500	57,718	880	49,080	loss.		25
31 Oct '67	3.00		9	8	1	Peoples, Luzerne County	34,800	24,800			4,600	2,382	100	
31 Oct '67	7.08					Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	53,011	10	50
31 Oct '67	5.61		277	45	2	Philadelphia and Darby	250,419	160,000	89,000		88,371	9,452	124	20
31 Oct '67	8.50		125	19		Philadelphia & Gray's Ferry	286,583	295,307			93,888	23,343	3	50
31 Oct '67	8.75					Pittab, Allegheny & Manch'r	146,395	110,000	35,600	24,916	138,551	22,495	10	50
31 Oct '67	3.90		71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,560	111	50
31 Oct '67	8.00		53	12		Ridge Avenue & Manyunk.	179,635	120,500	63,300		40,759	6,725	2	50
31 Oct '67	3.98					Schuylkill River (Phila.)	47,463	50,000						50
31 Oct '67	19.50		459	72		Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	184	50
31 Oct '67	5.82		100	13	4	17th & 19th st. (Phila.)	114,368	130,000			69,627	11,284	44	50
31 Oct '67	7.00		104	32	2	10th & 11th st. (Citizens')	178,049	192,760			131,728	22,180	314	50
31 Oct '67	6.25		145	28	4	13th & 15th st. (Phila.)		uncertain			308,984	64,648		50
31 Oct '67	25.00		529	70	13	Union (Philadelphia)	764,927	400,000	300,000		366,348	42,691	74	50
31 Oct '67	6.00		341	66		West Philadelphia	479,706	375,000	100,000		281,058	60,692	10	50
31 Oct '67	4.13		13	4	1	Wilkesbarre and Kingston	70,235	49,800		8,500	12,119	7,423		50
31 Oct '67	1.02		10	4		Williamsport	20,397	15,600	5,000		1,127	8,565	1,819	21
MARYLAND.														
31 Dec '62	21.00		540	50		Baltimore City	700,000	679,000		31,549	239,050	21,058		
OHIO.														
31 Dec '62	5.00					Cincinnati Street	161,913	150,000						
31 Dec '62	5.00					City (Cinc.) Passenger	111,412	109,000						
31 Dec '62	3.81					Passenger (Cinc.)	69,837	50,000						

PASSENGER RAILROAD BONDS.

	DESCRIPTION.	Amount out- standing.	INTEREST		Principal payable	Market Value
			Rate.	Pay- able.		
	Broadway (Brooklyn): Real Estate Mortgage	\$ 27,500	7	Months J. & J.	Year. Var.	
	Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	
	Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	
	Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.		
	Brooklyn Centr. & Jamaica: 1st Mortgage	198,000	7	J. & D.	1870	
	Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	
	Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	
	Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	
	Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	
	Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	
	Citizens' Pittsburg: 1st Mortgage	50,300	7	J. & J.	1870	
	Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	
	Delaware County: 1st Mortgage	6,500	7			
	Dorchester: Real Estate Mortgage	5,000	6			
	D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.		
	Eight Avenue: 1st Mortgage	160,000	7	J. & J.		
	Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	
	Real Estate: Frankford and Southwark: 1st Mortgage	124,500	7	J. & J.		
	Frankford and Philadelphia: 1st Mortgage	200,000	7	J. & J.	1869	
	Germanatown: 1st Mortgage	50,000	7			
	Green and Coates St.: 1st Mortgage	350,000	7	J. & J.	1869	
	Harlem Br. Morris & Ford'm 1st Mortgage	100,000	7	J. & J.	1870	
	Hestonville Mantua & Fair- mount: 1st Mortgage	124,000	7	J. & J.		
	Hoboken and Weehawken: 1st Mortgage	183,000	7	J. & J.	1869	
	Lynn and Boston: 1st Mortgage (road):	60,000	7	M. & S.	1872	
	Malden and Melrose: 1st Mortgage guaranteed	50,000	6	J. & J.	'71-'72	
	Medford and Charlestown: 1st Mort. (Winter St. Br.)	58,727	6		1890	
	Middlesex: 1st Mortgage	9,500	6			
	Malden & Melrose bonds: Real Estate	38,000				
	Ninth Avenue: 1st Mortgage	46,971				
	North Philadelphia: 1st Mortgage	6,000				
	Orange and Newark: 1st Mortgage Broad street.	112,000	7			
	" " O. & Newark	100,000	7	J. & J.	1851	
	2d Mortgage " "	100,000	7	J. & J.	1880	
	Philadelphia City: 1st Mortgage	100,000	7	J. & J.	1883	
	Philadelphia and Darby: 1st Mortgage	140,000	6	J. & J.	1879	
	Phila. and Gray's Ferry: 1st Mortgage	17,000	7	J. & J.	1870	
	Pittab. Allegh'y & Manoh.: 1st Mortgage	15,500	7	J. & J.	1869	
	Pittsburg & Birmingham: 1st Mortgage	35,000	7	J. & J.	1871	
	Pittsburg & East Liberty: 1st Mortgage	10,600	7	J. & J.	1870	
	Quincy: Plain bonds	87,000	7	J. & J.	1871	
	Richmond and Schuylkill: 1st Mortgage	58,400		M. & S.	1868	
	Rochester City & Brighton 1st Mortgage	30,000	7	J. & J.	1870	
	Second Avenue: 1st Mortgage	100,000	7	J. & J.		
	Second and Third Street: 1st Mortgage	520,000	7	J. & D.	1867	
	2d Mortgage	100,000	7	J. & J.	1868	
	Third Avenue: 1st Mortgage	114,200	7	J. & J.	1869	
	Real Estate bonds	1,000,000	7	J. & J.	1870	
	Union: Real Estate Mortgage	480,000				
	Utica and Waterville: 1st Mortgage	30,000	6	J. & D.	1875	
	Van Brunt st & Erie Basin: 1st Mortgage	100,000	7			
	West Hoboken & Hoboken: 1st Mortgage	12,000	7	J. & J.		
	West Philadelphia: 1st Mortgage	60,000	7	M. & N.	1872	

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterisk (*) are guaranteed by lessees and thus (f) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	4	100
Atlantic and St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire, * guaranteed	600,000	7	7	100
Blossburg and Corning* guar.	250,000	5	5	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	100
Buffalo, N. York and Erie, * guar.	950,000	7	7	100
Camden and Atlantic, pref.	600,000	7	7	100
Catawissa, * pref. and guar.	2,200,000	7	7	100
Cayuga and Susquehanna* guar.	589,110	9	9	100
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	7	100
Central Ohio, preferred.	400,000	7	7	100
Chemung, * guar.	380,000	8	8	100
Chester, preferred.	2,017,815	7	3	88
Chicago and Alton, pref.	2,425,400	7	10	155
Chicago, Iowa and Nebraska* guar.	2,600,000	10	10	100
Chicago and Northwestern, pref.	14,780,125	7	10	87
Cleveland and Mahoning* guar.	2,056,000	7	7	100
Cleveland and Toledo, * guar.	6,250,000	3	3	100
Cochecho, preferred.	177,750	8	8	100
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	89
Cumberland Valley, 1st pref.	241,900	8	8	100
" 2d pref.	242,000	8	8	100
Delaware* guaranteed.	594,261	6	6	100
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	6	100
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	7	95
Dubuque Southwestern, pref.	330,308	7	7	100
Eastern (N. H.)* guaranteed.	492,500	8	8	100
Elmira, Jefferson and Canandaigua* guaranteed.	500,000	5	5	100
Elmira and Williamsport* guar.	500,000	5	5	100
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	40
Erie, preferred.	8,636,910	7	7	70
Hannibal and St. Joseph, pref.	5,252,838	7	7	88
Harrisburg and Lancaster* guar.	1,182,550	7	7	100
Housatonic, preferred.	1,180,000	8	4	100
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3	100
Joliet and Chicago* guar.	1,500,000	7	7	100
Joliet and Northern Indiana* guar.	300,000	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	100
Leeds and Farmington* guar.	2,646,100	7	7	100
Little Schuylkill* guar.	2,646,100	7	7	100
Louisville, Cincinnati and Lexington preferred.	211,122	9	9	100
Marietta and Cincinnati, 1st pref.	6,586,135	6	24	100
" 2d pref.	4,051,744	6	9	100
Manchester and Lawrence*	1,000,000	9	9	100
Michigan Southern, guaranteed.	586,800	10	10	100
Mill Creek and Mine Hill* guar.	325,375	10	10	100
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	100
" 2d pref.	1,014,000	7	7	100
Milwaukee and St. Paul, preferred.	8,060,892	7	106	100
Mine Hill and Schuylkill Haven* guaranteed.	3,778,000	8	8	100
Mount Carbon & Pt. Carbon* guar.	282,250	12	12	100
New Haven and Northampton*	1,344,000	8	8	100
New York and Harlem, pref.	1,500,000	8	8	100
Niagara Br. and Canandaigua* guar.	1,000,000	6	6	100
North Eastern (S. C.), preferred.	155,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	102	100
Ohio and Mississippi, pref.	3,500,000	7	78	100
Paterson and Hudson* guar.	630,000	8	8	100
Paterson and Ramapo* guar.	248,000	5	5	100
Peoria and Bureau Valley* guar.	1,200,000	6	6	100
Philadelphia and Erie* guar.	4,998,700	10	10	100
Philadelphia and Reading, pref.	1,651,800	10	10	100
Philadelphia and Trenton* guar.	1,099,120	10	10	100
Pittsfield and North Adams* guar.	450,000	6	6	100
Port. & Kennebec (Yarmouth) guar.	202,400	6	6	100
Portland, Sag. & Portsmouth* guar.	1,500,000	6	6	100
Portsmouth and Concord*	350,000	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	100
Rochester and Genesee Valley*	567,500	7	7	100
Rutland, preferred.	7	7	80	100
St. Louis, Alton and T. H., pref.	2,040,000	7	63	100
Sandusky and Cincinnati, pref.	445,598	6	6	100
Schuylkill Valley* guar.	676,050	5	5	100
Shamokin Valley & Pottsville* guar.	869,450	5	5	100
Tol. & Peoria & Warsaw (W. D.) pref.	1,800,000	7	7	100
" (E. D.) pref.	1,700,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	77	100
Troy and Greenbush* guar.	274,000	7	7	100
Vermont and Canada* guar.	2,500,000	8	8	100
Warren* guar.	1,408,300	7	7	100
White Mountains* guar.	200,000	5	5	100
Wrightsv. York & Gettysburg* pref.	317,050	2	2	100

CANAL STOCKS:				
Delaware Division* guar.	1,633,350	8	8	100
Morris, preferred.	1,175,000	10	10	71
Schuylkill Navigation, pref.	2,888,997	6	21	100
Union, preferred.	6	6	6	100

MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	5,774,400	7	7	34
Mariposa Mining, pref.	5,774,400	7	7	23

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 90 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	41	@	44 50
Pig, American, No. 1 (good to best).....	do	40	@	43
Pig, American, No. 2.....	do	37	@	39
Pig, American, Forge.....	do	34	@	38
Bar, Refined, English and American.....	do	87 50	@	90
Bar, Swedes, assorted sizes.....	(gold)	87 50	@	90

Bar, Swedes, ordinary sizes.....	do	155	@	155
Bar, English and American, Refined.....	do	100	@	100
Bar, English and American, Common.....	do	90	@	90
Scroll.....	do	130	@	175
Ovals and Half-round.....	do	125	@	155
Band.....	do	130	@	155
Horse Shoe.....	do	130	@	155
Rods, 1½ to 1½ inch.....	do	105	@	165
Hoop.....	do	135	@	190
Nail Rod.....	per lb.	9	@	10
Sheet, Russia, assorted No.'s.....	(gold)	12	@	13
Sheet, Single D. and T. Common.....	do	5	@	6
Rails, English.....	per ton	51	@	52
Rail, American.....	do	80	@	81

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).....	per lb.	18	@	23
English Spring (2d and 1st quality).....	do	10	@	12
English Blister (2d and 1st quality).....	do	11	@	20
English Machinery.....	do	13	@	16
English German (2d and 1st quality).....	do	14	@	18
American Blister "Black Diamond".....	do	10	@	16
American, Cast, Tool, do.....	do	19	@	18
American, Spring, do.....	do	10	@	13
American Machinery do.....	do	10	@	13
American German do.....	do	10	@	13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14½ oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New.....	per lb.	33	@	33
Boils.....	do	33	@	33
Braziers.....	do	33	@	33
Nails.....	do	33	@	42
Sheathing, &c., Old.....	do	20	@	21
Sheathing, Yellow Metal.....	do	26	@	26
Boils, Yellow Metal.....	do	26	@	26
American Ingot.....	do	23	@	23

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	(gold)	per lb.	2	@	27
Strait.....	(gold)	do	2	@	24
English.....	(gold)	do	2	@	24
Plates—Fair to good brands.....	(gold)	do	2	@	24
I. C. Charcoal.....	per box	8 25	@	11 50	12 25
I. C. Coke.....	do	7	@	7 02	9 50
Coke Terne.....	do	6 25	@	8 75	9
Charcoal Terne.....	do	7 75	@	11	11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).....	per gall.	—	@	—	16
Crude, 40 @ 47 gravity (in shipping order).....	do	—	@	—	21
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	do	28	@	—	—
Refined, Standard White (in ship's order).....	do	31	@	—	30
Refined, prime White (in shipping order).....	do	31	@	—	29
Refined, S. W. (in merchantable order).....	do	14	@	—	15
Naphtha, Refined, (60 @ 63 gravity).....	do	14	@	—	15
Residuum.....	per bbl.	—	@	3 80	—

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.					
6 by 8 to 7 by 9.....	per 50 feet.	7 75	@	6	—
8 by 10 to 10 by 15.....	do	8 25	@	6 50	—
11 by 14 to 12 by 18.....	do	9 75	@	7	—
14 by 16 to 16 by 24.....	do	10 50	@	7 50	—
18 by 22 to 18 by 30.....	do	12 25	@	8	—
20 by 30 to 24 by 30.....	do	15	@	9	—
24 by 31 to 24 by 36.....	do	16 50	@	10	—
25 by 36 to 30 by 44.....	do	17 50	@	12 50	—
30 by 46 to 32 by 48.....	do	20	@	13 50	—
32 by 50 to 32 by 56.....	do	22	@	14 50	—
Above.....	do	25	@	16	—

(The above subject to a discount of 45@50 per cent.)					
French Window—1st, 2d, 3d & 4th qualities.					
(Single Thick.) (New List, March 11th.)					
6 by 8 to 8 by 10.....	per 50 feet.	8 50	@	6 25	—
8 by 11 to 10 by 15.....	do	9	@	6 75	—
11 by 14 to 12 by 18.....	do	10	@	7 50	—
13 by 18 to 16 by 24.....	do	11	@	8	—
18 by 22 to 18 by 30.....	do	13 50	@	9	—
20 by 30 to 24 by 30.....	do	16 50	@	10	—
24 by 32 to 24 by 36.....	do	18	@	12	—
25 by 36 to 26 by 40..... (3 qlts.).....	do	20	@	15	—
28 by 40 to 30 by 48..... (3 qlts.).....	do	22	@	18	—
30 by 50 to 32 by 56..... (3 qlts.).....	do	24	@	20	—
32 by 58 to 34 by 60..... (3 qlts.).....	do	27	@	23	—

(Subject to a discount of 45@50 per cent.) English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

Th. & F. 9. Sat. 10. M. 12. Tu. 13. W. 14.

Atlantic M. S. S. Co.....					
Boston, Hartford & Erie 24			24½	27½	26½
California 7s (gold).....					
Canton Co.....	49	49½			48½
Central of N. Jersey.....	122½		119½	120	120
Chicago & Alton.....	153	152		152	154½
.. pref.....	153½			153	
.. 1 M.....		101			
.. S. F.....					
.. Inc. bds.....					
Chicago, Burl. & Q.....			171		
Chl. & Eastern 1st m. 112					
Chlc. & Northwestern.....	88½	90½	91½	93½	95½
.. pref.....	89	89½	90½	91½	93½
.. 1st M.....	91		92		
.. Interest.....				92	
.. S. F.....				97	
.. Consol.....				98½	
Chlc. Rock Isl. & Pac. 104	104½	100½	100½	107	107½
Chicago & R. I. 7s, 1870-101		102			
Chl. R. I. & Pa. 7s, 1896 95			95	94½	94½
Clev. C. C. and Ind.....	79½				
Clev. and Pittsburgh.....	87½	87½	88½	89½	89½
.. 2 M.....			95½		
.. 3 M.....					
.. 4 M.....					
.. Con.....					
Clev. and Toledo.....	103	102½	104	103½	104½
.. S. F. 7s.....					
Clev. Palmes. & Ash.....	99½		99½	99½	
Col. C. & Ind. C.....					
.. 1 M.....	77½	77	77	76½	76½
Cumberland Coal pref.....	35½		34½	34	34½
Del. & Hudson Canal.....	130	130	130	130	129
Del. Lack. & Western.....			125		
.. 1 M.....					
.. 2 M.....		96			
Erie Railway.....	49½	49	48½	47½	47½
.. pref.....			70		
.. 1 M. 7s, 1867-104½					104½
.. 2 M. 7s, 1879.....					
.. 3 M. 7s, 1883.....			94	94	
.. 4 M. 7s, 1880.....				88	
.. 5 M. 7s, 1888.....					
Great Western 2d mort. 81		81		81	81
Hudson River.....			134½		135
.. 1 M. 7s, 1869.....					
.. 2 M. S. F.....					
.. 3 M. 7s, 1875.....					
Illinois Central.....	145½		145		145
.. bonds.....	116½				
Marietta & Cin. 1st pref.....	25½		24		
.. 2d pref.....			9	9	
Michigan Central.....	119		119	119	
.. S. F. 8s, 1882.....					
.. conv. 8s, '69.....					
M. S. and N. I.....	85	84½	85½	86½	86½
.. 1 M. S. F.....					
.. 2 M.....					94
Mil. and P. du Chien.....					
.. 1st pref.....					
.. 2d pref.....					
.. 1st M.....					
Milw. and St. Paul.....	98½	99½	100	101½	104
.. pref.....	98	100	100	103½	106
.. 1st mort.....	95				95½
.. 2d mort.....					
.. 8s.....	103	103			103
.. 7 3-10s.....			98		
Missouri 6s.....	91½	91½	91	91	91½
.. Miss. H. & St. J.....				91½	
Morris and Essex.....					
.. 1st mort.....	100				88
.. 2d mort.....	87½		87½		
N. Jersey R.R. & T. Co.....					134
New York Central.....	128½	128½	129½	128½	128½
.. 7s, S.F. 1876-102½					
.. 7s, conv. '76.....					
.. 6s, S.F. 1883.....		95			
.. 6s, S.F. 1887.....					
N. York and Harlem.....					
.. pref.....					
.. 1 M. 7s, 1873.....			103		103
N. Y. and N. Haven.....					142
N. Carolina 6s.....	66½	66½	66½	65	66½
.. new.....	66½	66	65	65	65½
Ohio and Miss.....	29½	29½	29½	29	31
.. pref.....		78			
.. 1st M.....					
Pacific Mail S. S. Co.....	127½	126	128	127	125½
Panama.....					
Phila. and Reading.....	96½	95½	96½	97	97½
Pitts. Ft. W. & Chicago 111½		110½		111½	111
.. 1 M.....	105½				
.. 2 M.....					
.. 3 M.....					
Quicksilver Mining Co. 25		24	24	24	27½
St. L., Alton & T. H.....			42	42	44
.. pref.....					
.. 1 M.....					95
.. 2 M. pref.....	84½				
.. Income bds.....		84			
Tennessee 6s.....	66½			65½	66
.. new.....	66½	65½		64½	66
Tol., Wab. & Western. 61½		62½		62½	63½
.. pref.....				76½	77
.. 1 M. ex.....			91½		
.. 2 M.....			85		84½
.. Equipment.....	77	77½		53½	54
Virginia 6s, ex-compon. 53½		53½		53½	54
.. new.....			55	55½	50

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

Th. S. F. 9. Sat. 10. M. 12. Tu. 13. W. 14.

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	104	104	104	104	104
U. S. 5s, 1871, coup.	104	104	104	104	104
U. S. 5s, 1874, reg.	104	104	104	104	104
U. S. 5s, 1874, coup.	104	104	104	104	104
U. S. 5s, 10-40s, coup.	104	104	104	104	104
U. S. 5s, 10-40s, reg.	104	104	104	104	104
U. S. 5s, 1881, reg.	113	113	113	113	113
U. S. 5s, 1881, coup.	113	113	113	113	113
U. S. 5s, 81, O.W.L. y.	104	104	104	104	104
U. S. 5s, 1881, y.	104	104	104	104	104
U. S. 5s, 6-20s, reg.	104	104	104	104	104
U. S. 5s, 6-20s, c. 1882, 113	112	112	112	112	112
U. S. 5s, 6-20s, reg. 64	105	105	105	105	105
U. S. 5s, 6-20s, c. 1884, 110	110	110	110	110	110
U. S. 5s, 6-20s, reg. 65	105	105	105	105	105
U. S. 5s, 6-20s, c. 1885, 110	110	110	110	110	110
U. S. 5s, 6-20s, r. n. '65	108	108	108	108	108
U. S. 5s, 6-20s, c. n. '65, 108	108	108	108	108	108
U. S. 5s, 6-20s, reg. 67	108	108	108	108	108
U. S. 5s, 6-20s, c. 1887, 108	108	108	108	108	108
U. S. 5s, 6-20s, c. 68	109	109	109	109	109
U. S. 5s, 6-20s, c. 68	109	109	109	109	109
U. S. 5s, Pac. R.R. issue	99	99	99	99	99

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

W. 7. Th. 8. F. 9. Sat. 10. M. 12. Tu. 13.

Catawissa	34	34	34	34	34
Camden and Amboy	128	128	128	128	128
6s, 1870	128	128	128	128	128
6s, 1875	128	128	128	128	128
6s, 1883	128	128	128	128	128
6s, 1889	128	128	128	128	128
mort. 6s, '89	97	97	97	97	97
Elmira & Williamsport	40	40	40	40	40
7s, pref.	93	93	93	93	93
Lehigh Navigation	27	27	27	27	27
6s, 1884	85	85	85	85	85
Gold L.	92	92	92	92	92
R. R. L.	85	85	85	85	85
Lehigh Valley R.R.	55	55	55	55	55
6s new	95	95	95	95	95
Little Schuylkill R.R.	44	44	44	44	44
7s	44	44	44	44	44
Minehill	48	48	48	48	48
Morris Canal	48	48	48	48	48
6s, 1876	91	91	91	91	91
6s, 1880	91	91	91	91	91
6s, 1887	91	91	91	91	91
Northern Central	48	48	48	48	48
Pennsylvania R.R.	56	56	56	56	56
1st M.	100	100	100	100	100
2d M.	96	96	96	96	96
Penn. State, 6s, 1st series	104	104	104	104	104
6s, 2d series	105	105	105	105	105
6s, 3d series	108	108	108	108	108
6s, W. L.	108	108	108	108	108
Philadelphia City, 6s	101	101	101	101	101
new	102	102	102	102	102
Philad. Germ. & Nor.	48	48	48	48	48
Phila. & Reading	48	48	48	48	48
6s, 1870	27	27	27	27	27
Philadelphia and Erie	27	27	27	27	27
6s	27	27	27	27	27
Schuylkill Navigation	10	10	10	10	10
6s, 1882	21	21	21	21	21
6s, 1876	69	69	69	69	69
6s, 1872	78	78	78	78	78
Susq. Canal	14	14	14	14	14
6s, 1878	13	13	13	13	13
Union Canal, pref.	13	13	13	13	13
6s, 1878	13	13	13	13	13
Wyoming Valley Canal	13	13	13	13	13
bonds	13	13	13	13	13
Hestonville, (Horse)	10	10	10	10	10
Chestnut & Wal.	10	10	10	10	10
Green & Coates	10	10	10	10	10
2d and 3d streets	10	10	10	10	10
Spruce and Pine	10	10	10	10	10
13th and 15th sts.	10	10	10	10	10

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

W. 7. Th. 8. F. 9. Sat. 10. M. 12. Tu. 13.

Baltimore City 6s, 1875	98	98	98	98	98
1886	98	98	98	98	98
1890	96	96	96	96	96
1893	96	96	96	96	96
Balt and Ohio	96	96	96	96	96
bonds, 1875	96	96	96	96	96
1880	96	96	96	96	96
1885	96	96	96	96	96
Marietta & Cin. 1st M.	76	76	76	76	76
2d M.	49	49	49	49	49
Northern Central	49	49	49	49	49
bonds, 1885	49	49	49	49	49
1900	49	49	49	49	49
N. W. Va. 1st mort.	77	77	77	77	77
2d mort.	48	48	48	48	48
3d mort.	48	48	48	48	48
City Passenger R. R.	48	48	48	48	48

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

Th. 8. F. 9. Sat. 10. M. 12. Tu. 13. W. 14.

Boston and Albany	147	147	147	147	147
Boston and Lowell	134	134	134	134	134
Boston and Maine	134	134	134	134	134
Boston and Providence	134	134	134	134	134
Boston, Hartford & Erie	23	23	23	23	23
7s new	61	61	61	61	61
Cheshire, pref.	68	68	68	68	68
Concord	120	120	120	120	120
Connecticut River	120	120	120	120	120
Eastern	120	120	120	120	120
Fitchburg	120	120	120	120	120
Manchester & Lawrence	110	110	110	110	110
Michigan Central	110	110	110	110	110
Northern, N. H.	110	110	110	110	110
Ogdens & Lake Cham.	71	71	71	71	71
pref.	102	102	102	102	102
Old Colony & Newport	98	98	98	98	98
Ph. Wil. & Baltimore	56	56	56	56	56
Port'd. Saco & Ports.	103	103	103	103	103
Vermont & Canada	102	102	102	102	102
Vermont & Mass.	61	61	61	61	61
Vt. C. & Vt. C. Eq. 8s, 108	108	108	108	108	108
Broadway (Horse)	99	99	99	99	99
Cambridge	99	99	99	99	99
Metropolitan	99	99	99	99	99
Middlesex	60	60	60	60	60
Central Mining Co.	18	18	18	18	18
Copper Falls	14	14	14	14	14
Franklin	14	14	14	14	14
Huron	14	14	14	14	14
Ile Royale	14	14	14	14	14
National	14	14	14	14	14
Minnesota	14	14	14	14	14
Pewabic	7	7	7	7	7
Pittsburg	7	7	7	7	7
Quincy	7	7	7	7	7
Rockland	7	7	7	7	7

London Stock Exchange.

Closing Prices.

	Sept. 25.	Oct. 2.
United States, 5-20 years, 6 pr ct.	1882 72	73
Do. do. do.	1885 71	71
Do. do. do.	1874 75	80
Virginia State, 5 per cent.	52	52
Do. 6 per cent.	33	35
Atl. & Gt. West. N. Y. sec. 7 per ct.	65	70
1st mort., 1880	60	65
Do. do., 2d mort., 1881	60	65
Do. Penn., 1st mort., 1877	65	70
Do. do., 2d mort., 1882	68	62
Do. Consol. 7 per cent. mort. bonds	88	94
£100 paid, 1890	38	39
Detroit and Milwaukee 1st mort. b'ds	59	61
Erie shares 100 dol. all paid	32	33
Do. steril. 6 p. c. convertible bonds	69	71
Illinois Central, 6 per cent., 1875	90	95
Do. 7 per cent., 1875	76	78
Do. 100 dol. shares, all paid	92	93
Marietta and Cin. R. R. bonds 7 p. c.	70	72
Penn. R. R. bonds, 2d mort. 6 per ct.	96	100

American Railroad Journal.

Saturday, October 17, 1868.

Stock Exchange and Money Market.

The Money Market has been fairly active, since our last. The available supply of Money has been comparatively liberal, especially on call, at from 6@7 per cent., at which the prominent street borrowers have been readily accommodated to the full extent of their requirements. There has been a better inquiry for prime to good mercantile paper at from 7@8½ per cent. per annum. The offerings of marketable grades have been somewhat more extensive, particularly through private channels. The Treasury Department has been drawing rather more freely on the public monies deposited in the national banks, and the resulting liquidation has had an unfavorable effect on the city bank averages. The loss of deposits reported by the city banks is nearly six millions, of which about four millions were drawn to pay off loans and discounts. The banks also lost nearly two and a half millions in gold from the continued large daily demand for customs. It is believed that the treasury sold some moderate amounts of gold up to Friday, but these do not appear to have told upon the bank average of specie. Some currency remittances are going to

the cotton ports, and the banks being bare of National Bank Notes, this demand is met by Greenbacks.

The specie reserve of the city banks is now \$9,346,097, against \$9,603,771 same time last year. The city bank deposits are now \$189,053,997, against \$177,135,634 week ending Oct. 5, 1867. The legal tender reserve amounts to \$60,005,086, against \$53,114,922 same time last year. The circulation now stands at \$34,188,103, against \$34,006,041 same time last year. The loans are now \$265,595,582, against \$247,833,133 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$109,659,693 a day, against a daily average of \$124,603,000 the preceding week, and \$103,851,000 the week ending with Sept. 24, 1868. The current week's exchanges average about \$109,951,892 a day. The city banks, last week, lost \$2,411,238 of specie, \$5,865,180 of deposits, and \$235,361 of legal tender notes. They reduced their loans, \$3,958,286; and increased their circulation, \$33,297.

The New York Gold Exchange Bank reports for the week ending Saturday, the 10 day of October, 1868, the average amount of loans and discounts as \$1,459,347; average amount of specie, \$281,590; average amount of deposits, \$1,221,741.

The Philadelphia Bank movement the past week shows an increase in loans of \$125,774; a decrease of \$34,407 in specie; a decrease in legal tenders of \$595,531; a decrease of \$78,410 in deposits; and a decrease of \$917 in circulation. The Bank Clearings show an increase of \$3,275,522, and the balances an increase of \$488,224.

The outstanding amount of coin certificates on the 1st of Oct., was \$20,236,400, against \$25,161,620 on the 1st of Sept., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$765,000, and retired \$2,454,413 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during September, reached \$1,963,300.

The U. S. Sub-Treasury receipts, week ending with Oct. 10, were \$11,341,642, including \$2,571,413 from customs duties; payments, \$11,837,095, including \$77,474 of coin interest; balance at the close of the week, \$94,965,646, against \$94,961,099, at the close of the preceding week, showing an increase of \$4,547. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$2,283,752 including \$567,000 from customs; and payments, \$3,785,131, including \$8,898 of coin interest; on Tuesday, receipts, \$3,231,930 including \$595,000 from customs, and payments, \$2,533,685, including \$9,065 of coin interest. The balance at the close of business on Tuesday stood at \$94,162,516, against \$94,198,577, a week previous; and \$97,907,898, on Sept. 23, 1868. The aggregate receipts of the office from all sources in September, were \$54,208,704; aggregate payments, \$47,354,171. The balance on the 1st of October was \$94,499,990, or about 7 millions more than on the 1st of September, which amounted to \$87,555,452.

National Bank notes to the amount of \$195,730 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to \$310,181,896, against \$282,555,440 at the close of the fiscal year ending

June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$10,208,401, leaving, with the existing 1,639 banks, (having an aggregate capital of \$419,806,511,) an actual circulation at this date, of \$299,923,495. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,080,950; and for the public deposits, \$38,071,350—making a total of \$380,152,300. The Treasury Department last week redeemed and destroyed \$541,100 of worn and mutilated fractional currency, and issued \$685,916 of new. The outstanding amount of fractional currency on the 1st of October, was \$32,933,614, against \$31,802,218 on the 1st of September; \$31,867,818 on the 1st of August; \$32,531,590 on the 1st of June, \$32,450,490 on the 1st of May, and \$32,588,690 on the 1st of April, 1866.

Government revenues have been moderately prolific, since our last. The excises, last week, yielded about 5 millions; customs at the port of New York, \$2,571,412, and at the outports about \$850,000 (in coin) more, making the grand total income for the week equal to about \$9,704,500, in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about \$193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about \$65,000,000. The Treasury Department will probably be in need of \$8,000,000 or \$10,000,000 currency in all this month, over its receipts from internal taxes, and will doubtless be a daily seller of gold to the amount of nearly the average of the custom receipts hence to the close of the month, at this port, to supply the want. The Funded Gold-bearing Public Debt having reached \$2,100,000,000, and ample provision in gold having already been made for the November Interest without reducing the gold balances at any time below \$60,000,000, the Secretary would, of course, prefer to sell a good part of his October customs to adding further sums in 5-20s to the permanent Gold-bearing Debt. It is confidently believed that no further sales of new 5-20s, July and January interest, will be made in any event.

Gold has declined nearly $2\frac{1}{2}$ per cent., during the week, under increased offerings, both on private and public account. The highest sales were $139\frac{1}{4}$ and the lowest at $136\frac{1}{4}$. The latest figures on Wednesday were $137\frac{3}{4}$ @ $137\frac{3}{4}$. On Monday last, the Treasury Department officially announced an experimental change in the mode of disposing of Government gold, as follows:

"SALE OF GOVERNMENT GOLD.—Proposals will be received, in writing, at this office for the purchase of Government Gold, in exchange for Currency, commencing on Wednesday, the 14th instant, and continuing for ten consecutive business days. The amount for which proposals will be received each day is limited to \$300,000, and the whole, or any part thereof, not less than \$5,000, will be awarded to the highest bidder. Proposals will be received from 11 to 12 o'clock of each day, and the bids will be opened and the result declared immediately thereafter. To guard against fictitious bids a certified check for 8 per cent. of the amount for which proposals are made must accompany each offer. The gold will be ready for delivery immediately after the awards are made.

H. H. DYCK, Assistant Treasurer."

This announcement served to weaken the market, up to the formal commencement on Wednesday, of the public sales, thus advertised. On Wednesday, bids were received from some nineteen firms for the \$300,000, which was offered for sale on that day. The aggregate of the bids for these \$300,000 ran up to \$3,330,000 at a range of from 136 @ $136\frac{3}{4}$. The successful bids were one of Messrs. Fisk & Hatch (the highest) for \$100,000 at $136\frac{3}{4}$; and another of Messrs. A. Rodenald & Co., for \$200,000 at $136\frac{3}{4}$. The sales of Government Gold, in this way, according to the official announcement, will be continued for nine business days more, or up to the 24th inst. What the Department will do thereafter cannot be divined at present.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$6,108,670, against \$2,627,800 same time last year. The customs demand for Gold last week, averaged \$428,559 a day; thus far, this week, it has been equal to \$583,000 a day, or equal to a weekly aggregate of \$3,498,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$229,775 and from California, none. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been \$95,613,217, against \$99,039,480 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been \$31,852,095, against \$23,855,604 in 1867, showing an increase thus far in 1868, of \$7,997,491. The exports of specie, from this port, last week, were \$43,620, against \$473,478 same week last year; total, since Jan. 1, 1868, \$66,430,157, against \$42,922,690 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$77,474; since Jan. 1, 1868, \$63,707,487, against \$43,368,924. The specie exports from San Francisco, from Jan. 1, to Sept. 22, 1868, were \$28,245,532, against \$30,971,689 same time last year.

Government received \$6,514,247 from customs at the port of San Francisco, from Jan. 1, to Sept. 22, against \$5,988,898 same time in the preceding year.

Foreign Exchange has been in better request, and with lighter offerings of prime bills, rates have been quoted higher. Bankers' prime sixty day bills on London closed on Wednesday at $109\frac{1}{2}$ @ $109\frac{3}{4}$, and on Paris to 5.20c. @ $5.16\frac{1}{4}$; sight bills on London to $109\frac{3}{4}$ @ $110\frac{1}{4}$, and on Paris to 5.15c. @ $5.13\frac{1}{4}$. The offering of produce bills has been restricted this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,753,889, against \$3,134,082, same week last year; total, since Jan. 1, 1868, \$128,807,987, against \$142,909,242 in 1867.

Government securities have been gaining in public favor, since our last, and prices have been on the advance. The dealings on Wednesday were the most extensive day's business of the week, and the market was quite strong, and buoyant at the close. Popular orders were running mainly on the later issues of the Five-twenty six per cent. coin bearing bonds, the offerings of which were on a reduced scale. The issue of 1868 was particularly scarce. Higher figures all through the list were confidently looked for by

the street dealers, who were more inclined to buy than to sell at the going rates at the close.

U. S. sixes of 1881 closed here on Wednesday at $114\frac{1}{2}$ @ $114\frac{3}{4}$; U. S. Five-twenties of 1862, $113\frac{1}{2}$ @ $113\frac{3}{4}$; U. S. Five-twenties of 1864 at 111 @ $111\frac{1}{2}$; U. S. Five-twenties of 1865 at $111\frac{1}{2}$ @ $111\frac{3}{4}$; U. S. Five-twenties of 1865, consolidated, $109\frac{1}{2}$ @ $109\frac{3}{4}$; U. S. Five-twenties of 1867, $109\frac{1}{2}$ @ $109\frac{3}{4}$; U. S. Five-twenties of 1868, $109\frac{1}{2}$ @ 110 ; U. S. Ten-forties at $106\frac{1}{2}$ @ $105\frac{3}{4}$; U. S. Six per cent. currency bonds, $99\frac{1}{4}$ @ $98\frac{3}{4}$. The brokers were buying the outstanding October 1865 compound interest notes at 119, up to the 15th inst., when they matured and practically passed out of the market.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 30.	Oct. 7.	Oct. 14.
Consols.....	$94\frac{3}{4}$	$94\frac{1}{2}$	$94\frac{3}{4}$
U. S. 5-20's of 1862...	73	74	$74\frac{1}{2}$
Erie.....	$31\frac{1}{2}$	$31\frac{3}{4}$	$31\frac{3}{4}$
Ill. Central.....	$95\frac{1}{4}$	$95\frac{1}{2}$	$95\frac{1}{4}$

There has been an active and spirited speculative inquiry for railway and miscellaneous share property, all through the week, and prices of the favorite stock, have been steadily advancing. The market was particularly strong and buoyant on Wednesday on very extensive dealings.

A fair trade has been reported in domestic produce, since our last. Breadstuffs closed with a downward tendency. Provisions were somewhat firmer. Middling upland cotton closed heavily on Wednesday at $25\frac{1}{2}$ cents per lb. The stock of cotton now here is estimated at about 12,500 bales. The receipts at the port this week, have averaged about 2,850 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 127,750 bales, against 63,500 bales same time last year; exports, same time 33,750 bales, against 19,500 bales same time last year; stock on hand at latest dates, 78,500 bales, against 77,500 bales same date last year. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. At the Live Stock market, this week, Beeves have been in limited demand at from 10 @ $16\frac{1}{2}$ c. per lb.; week's receipts, 6,100. Veal calves have been in fair request at from 8 @ $12\frac{1}{2}$ c. per lb.; receipts, 1,216. Sheep and lambs moderately active and cheaper, at from $4\frac{1}{2}$ @ $6\frac{1}{2}$ c., and $6\frac{1}{2}$ @ $7\frac{1}{2}$ c. per lb., respectively; receipts, 38,533. Swine less sought after and quoted back to $8\frac{1}{2}$ @ $9\frac{3}{4}$ c. per lb., all live weight; receipts, 20,977. The dealings in foreign merchandise have been somewhat more animated, particularly in groceries and dry goods. Prices have been generally well supported. The exports of domestic cotton goods, since Jan. 1, have been 7,405 pkgs., against 6,508 pkgs., same time last year. The total imports of foreign dry goods, last week, were \$1,591,972, and the total amount marketed \$1,800,460. The value of foreign merchandise imported last week, was \$2,465,477—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$4,057,449, against \$4,191,500 same week last year; from Jan. 1, 1868, \$197,685,206, against \$198,228,013 same time in 1867. The freight market has been fairly active, but irregular. For Liverpool we quote flour at 2s. by sail, and 2s. 3d. by steamer, per bbl.; grain at $6\frac{1}{4}$ d. by sail, and $7\frac{1}{4}$ d. by steamer, per bushel; cotton at $\frac{3}{4}$ d. by sail, and

and by steamer, per lb.; and heavy goods at 20s. @ 20s. by sail, and 25s. @ 40s. steamer, per ton. Total number of vessels in port on Wednesday, 560.

The New York exports, exclusive of specie, for the week ending Oct. 13, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	\$3,134,082	\$2,753,889
Prev. reported	139,775,160	126,054,048

Since January 1.....\$142,909,242 \$128,807,937

The imports for the week ending October 10, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	\$1,665,307	\$1,591,972
Gen. merchandise	2,526,193	2,465,477

Total for the week.....\$4,191,500
Previously reported....194,036,513 193,627,757

Since January 1.....\$198,228,013 \$197,685,206

The balance in the Sub-Treasury on Wednesday was \$94,986,851.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 80; N. Y. State 7s, Bounty Loan, reg., 108½; Indiana 5s, 95; Brooklyn 6s, W. L., 96½; Pacific R. R. 7s, guar. by Mo., 95½; Lackawanna and Western 1st mort., 98; Gt. Western 1st mort., 1888, 90; Buffalo, N. Y. and Erie 1st mort., 92; Dubuque and Sioux City 1st mort., 92; Chicago and Gt. Eastern R.R., 40¾; Col., Chic. and Ind. C. R. R., 89; Hannibal and St. Joseph, pref., 88; Indianapolis and Cincinnati, 50; Wells-Fargo Exp. Co., 30¾; Merchants' Union Exp., 23; Adams' Express, 51¾; American Exp., 47; U. S. Exp., 48¾; Boston Water Power Co., 18; Brunswick City Land, 9; Mariposa, 9; do., pref., 24; Penna. Coal, 210; Western Union Telegraph, 37½; Bank of Commerce, 123; Hanover Bank, 115; Phoenix Bank, 103; Park Bank, 151; Fourth National Bank, 105½; Am. Ex. Bank, 121; Manuf. and Merchants' Bank, 101; Ninth National Bank, 110¾; Ocean Bank, 108½; Central National Bank, 109; Alameda Silver, 0.25; Brevoort petroleum, 0.80; Consolidated Gregory Gold, 4.20; Central petroleum, 0.58; Combination Silver, 6.75; Grass Valley, 0.43; Gunnell Gold, 0.50; La Crosse Gold, 0.24; Montana Gold, 0.60; New York Gold, 1.30; National petroleum, 3.25; Quartz Hill Gold, 1.05; Rocky Mt., 0.10; Smith and Parmelee, 7.05; United States petroleum, 2.50.

Philadelphia.—West Jersey R. R. 6s, 93; Phila. and Erie 7s, 80; Phila. and Reading 6s, 1880, 92; Belvidere Delaware 2d mort., 82¾; Camden and Burlington County R. R. bonds, 90½; Oil Creek and Allegheny River R. R., 86½; do., 7s, 82; Allegheny County 5s, 75¾; New Jersey 6s, 101½; Big Mt. Coal, 5¾; Coal Ridge, 7½; Shamokin Coal, 6¾; St. Nicholas, ¾; N. Y. and Middle Coal Fields, 4¼; Locust Mt., 50; Green Mt., 4¾; Keystone Zinc, 1.31; Ocean Oil, ¾; Feeder Dam, ½; Mechanics Bank, 33. The latest quotations are: City 6s, 101@101¼; do., free of tax, 102¾@103; State 5s, reg., 100@101; do., coupon, 98@99; do., 6s, W. L., 102@103; do., 1st series, 104½@105; do., 2d series, 105½@106; do., 3d series, 108½@109; Reading, 48¾@48¾; do., 6s, 1870, 105½@105½; do.,

bonds, 92@92; Camden and Amboy, 128@128½; do., mort. 6s, 1889, 97@97¼; do., 1888, 87½@88; Penn. R.R., 56¾@57; do., 1st mort., 100@100¾; do., 2d mort., 96@97; Little Schuylkill R.R., 44@45; Morris Canal, 80@84; do., pref., 71@75; do., bonds, 85@88; Wyoming Valley Canal, 80@84½; do., 6s, 80@80; Susquehanna Canal, 14@15; do., 6s, 57@58½; Sch. Nav., 10@11; do., pref., 21@21¼; do., 6s, 1882, 70@70½; Delaware Div. Canal, 45@49; do., bonds, 80@81; Elmira and Williamsport, 30@31; do., pref., 40@41¼; do., 7s, 1873, 93¾@94½; do., 5s, 61@63; Lehigh Coal and Navigation, 27@27¼; do., 6s, 1884, 85¾@85½; do., R.R., Loan, 86@86½; do., Gold Loan, 93@93½; North Pennsylvania, 35@36; do., 6s, 90½@92½; Philadelphia and Erie, 26¾@26¾; do., 6s, 91@92; Minehill, 57¼@57½; Catawissa, 9@10¾; do., pref., 34¾@35; Lehigh Valley, 54¾@55; do., bonds, 94@94½; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50@51; West Philadelphia, 65@66; Spruce and Pine, 23@23½; Green and Coates, 31@—; Chestnut and Walnut, 47@50; Thirteenth and Fifteenth, 15@15½; Girard College, 25@26½; Tenth and Eleventh, 70@73; Union, 41@43; Hestonville, 10¾@10¾.

Boston.—Burlington and Missouri River R.R. 8s, 101½; Boston, Hartford and Erie 7s, old, 80; do., new, 84; Central Pacific 7s, 1884, gold, 111; Old Colony and Newport 6s, 97; Hartford and New Haven 6s, 1873, 90; N. Y. Central 6s, 1883, 93; Ogdensburg and Lake Champlain Equipment 8s, 1878, 102¼; Sandusky, Cincinnati and Cleveland 7s, 1890, 74¾; Cincinnati and Indiana 7s, 1876, 88¾; Cheshire R. R. 6s, 1880, 93; Vermont Central 1st mort. 7s, consol., 80; Vt. Central and Wt. and Canada 8s, 103½; Rutland and Burlington 1st mort., 7s, 152; Ogdensburg 1st mort., 100; Cedar Rapids and Missouri R. R. 7s, 1916, 93; Salem and Lowell 6s, 1878, 98¾; Summit Branch R. R., 25; Connecticut and Passumpsic Rivers R. R., 89¾; Indianapolis and Cincinnati R. R., 25; Rutland pref., 80; Eastern (N. H.) R. R., 117; Boston Water Power Co., 18½; Cary Imp. Co., 11¼; Waverly Land, 1¾; Ophir (N.S.) Gold, 95c.; New Hampshire 6s, 1873, 100; Chicago 7s, River Imp., 99½; do., School Fund, 99¼; do., municipal, 99¼; do., 6s, W. L., 88; Cincinnati 7 3-10s, 10-20s, 103¼; Bath 6s, 1870, 96½; Salem 6s, 1883, W. L., 100¾; Portland 6s, 1869, 99½; do., 1872@1876, 97; do., 1877, R.R., 93¾; St. Louis 6s, 1887, 82½; do., 1888, 86¼; Boston 6s, 1877, currency, 102½; do., 5s, 1882, gold, 113; do., 1876@1878, 112½; Albany 6s, 1870, 98¾; Atlantic National Bank, 121½; Bunker Hill National Bank, 125; Boylston National Bank, 140; Eliot National Bank, 110¼; Globe National Bank, 124¼; Hide and Leather National Bank, 95¾; Merchants National Bank, 120; Market National Bank, 110; Mt. Vernon National Bank, 118; North National Bank, 115½; National Security Bank, 101½; National Bank of Commerce, 125; National Bank of North America, 106½; National Bank of Redemption, 121½; Shawmut National Bank, 115; Suffolk National Bank, 120; Rhoe and Leather National Bank, 128¾; State National Bank, 104½; Traders' National Bank, 102; Webster National Bank, 110; Washington National Bank, 130; Allouez Mining Co., 7½; Algoma, 25c.; Hancock, 4½; Native, 75c.; Phoenix, 10; Pontiac, 37¾c.

Baltimore.—Central Ohio R. R., 35; Orange, Alexandria and Manassas bonds, 80; Virginia 6s, reg., 1867, 48¼; do., 1868, 48; do., old, reg., 47¼; Balt. and Cuba S. & M. Co., 50; Farmers' and Merchants Bank, 50; Bank of Commerce, 26¼; Mechanics' Bank, 11¼; Bank of Baltimore, 115½; Union Bank, 58½; Farmers' and Planters' Bank, 32½; Third National Bank, 106¼. The latest quotations are: Balt. and Ohio, 123½@123½; do., 6s, 1875, 95¾@96; do., 1880, 96½@96½; do., 1885, 95¼@96; Northern Central, 48¾@49; do., bonds, 1885, 86½@87; do., 1900, 85@87; Parkersburg Branch, 20@25¼; N. W. Va., 1st mort., 96@—; do., 2d mort., 90@93; do., 3d mort., 1873, 89@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91@91¼; do., 2d mort., 77@77; Central Ohio, 85@85; do., 1st mort., 85@85½; Western Md. 6s, 1890, 81@84; do., guar., 92@95; do., 2d mort., guar., 91@92; Richmond and Danville bonds, 72¾@73½; Baltimore 6s, 1875, 96¾@97; do., 1886, 97@97; do., 1890, 95¼@96; do., 1893, 96½@97; do., 5s, 1898-70, 80@81; City Passenger R. R., 18@18½; George's Creek, 55@—; Santa Clara, 1.50@3.00; Atlantic Coal, 2.90@3.00.

THE WAY TRAFFIC OF THE CENTRAL Pacific Railroad is already greater than the present supply of rolling stock will accommodate, and increases as fast as the track is extended. The net earnings, over and above expenses, will be more than a million in gold, and the through line will be opened next Summer. At this time the SIX PER CENT. (GOLD) FIRST MORTGAGE BONDS can be had at 103 and accrued interest in currency.

For sale by Banks and Bankers, Agents for the Loan, and by
FISK & HATCH,
General Financial Agents Central Pacific Railroad Company, No. 5 Nassau-street, New York.

PRINCIPAL AND INTEREST IN GOLD.—The First Mortgage fifty-year seven per cent. Sinking Fund Coupon Bonds of the Rockford, Rock Island, and St. Louis Railroad Company, principal and interest payable in GOLD COIN, free of Government tax, are for sale at the office of the Company, No. 12 Wall street, at 97½ per cent., and accrued interest in currency.

Pamphlets giving fuller information, may be had at the office.

Government and other securities received in exchange at market rates.

H. H. BOODY, Treasurer.

Central Pacific Railroad

The track of the Central Pacific Railroad is finished to Reese river valley, 550 miles east of San Francisco, and about sixty-five miles north of Austin. The grading is ready for the iron 100 miles beyond, and it is said the requisite grading to Salt Lake will be done by the 15th of December. The earnings of the railroad for September were \$263,000 in gold. In a few days Wells, Fargo & Co.'s stages will connect with the railroad at Gravelly Ford, on the Humboldt river, instead of Wadsworth. This will shorten the stage route nearly 200 miles.

The earnings of the European and North American Railway in September, 1868, were \$14,028 88, against \$16,167 35 in September, 1867—a decrease of \$2,138 97.

Toledo, Peoria and Warsaw Railway.

We announced in brief terms, on Monday, the laying of the last rail on the Toledo, Peoria and Warsaw railway between this city and Warsaw, thus giving this corporation a magnificent line from east to west, through the centre of our great State. The road will be opened for traffic the beginning of next week. Trains will then be run from opposite Keokuk to Philadelphia and New York, with but one change of cars—at Columbus, Ohio. The first through car from Columbus came into our city, yesterday, and went on to Canton, in Fulton county, which is as far as the road is now operated.

The company are now receiving the new rolling stock for their extension. Two new locomotives arrived here last week. Another came in yesterday morning. Four more are on the road, and five additional are to be here next month. Two new passenger cars for the through route East, left Wilmington, Del., where they are manufactured, on Monday. The Columbus, Chicago and Indiana Central Company, which is to run in connection with the road, and which stretches from the Indiana State line to Pittsburg, furnishes their share of the passenger cars, so that the line is to start off, next week, thoroughly equipped. Arrangements are also being pushed for carrying on the splendid freighting business which the road will receive when opened. Grain and flour will be shipped through to the seaboard without breaking bulk, and all the rolling stock necessary for that purpose will soon be forthcoming. In addition to this great through line to the East, the T., P. & W. Co. start the beginning of the week also, a through line, without change of cars, from Keokuk and Warsaw to Chicago. It is to be a part of the regular eastern train until it arrives at Gilman, where it is to be switched off to the Central Branch and taken into Chicago as an independent train by the Illinois Central. The Central Company join in furnishing the passenger coaches for this line. The T., P. & W. Co. will put on entirely new coaches, on their part, having run one of them on a trial trip for the first time over their road last Saturday. The American Transportation Company will put on two of their magnificent sleeping cars, thus making this line the very best running out of Peoria. The time between Keokuk and Chicago, 284 miles, will be twelve hours. As this line will run through without delay and without change of cars, we predict for it great popularity all along the route.

Our people will hardly be able to realize the grandeur and extent of this opening of the T., P. & W., until after the road has passed into successful operation. It puts Peoria on the great highway of the country and of nations. We become a part and parcel of the great Midland Route from the Atlantic to the Mississippi, and eventually to the Pacific. When we look back to the first inception of an east and west railroad across the State, with Peoria as its central point, and follow its varying fortunes, we have good reason for feeling proud over the fact that the work is at last accomplished, and that our road has connections surpassed by no other road in the country.

Two years ago the T., P. & W. made an arrangement with the Mississippi and Wabash road, by which the two companies were consolidated, and at once commenced to push a new route through to the Father of Waters. The section between Bushnell and Warsaw was at once pushed to completion, and was opened to traffic, last January. The section between Peoria and Bushnell was delayed by a legal dispute in regard to the ownership of the road bed between this city and Pekin Junction. This was not settled until October of last year. About the middle of that month, Vice President Jruget let his contracts for the grading between Pekin Junction and Canton. In December he contracted the balance to Bushnell, and in less than a year, the whole distance, sixty miles, was finished, and ready for operation.

The total length of the new line, from Warsaw to the Indiana State Line, is 227 miles. That portion between here and the Mississippi has been

built in a most thorough manner, inferior in superstructure to no line in the West. We are happy to announce that the balance of the road, between here and State Line, is at once to be put into an equally good condition. The trestle work over Walnut and Panther creeks, (the first near Eureka and the second near Secor) is being filled in with earth. The present iron is to be re-rolled to sixty pounds to the yard, and laid down with the fish-tail joint. That portion between El Paso and Gilman will be re-laid early in the spring.

An arrangement has been entered into between the T., P. & W., the Columbus, Chicago and Indiana Central, and the Des Moines Valley roads, and all the means provided, for throwing a bridge across the Mississippi at Keokuk, next year. The work will be commenced early in the spring. This will give an extended line from New York and Philadelphia to Des Moines, Iowa, without break of bulk. As it now is, passengers can go through from Des Moines by this route to New York with only two changes.—*Peoria Transcript*, 7th.

Journal of Railroad Law:

OF WHOM A PERSON SHOULD INQUIRE, RESPECTING LOST BAGGAGE.—AS TO LIABILITY OF RAILROAD COMPANY, WHEN BAGGAGE MASTER ARRANGES WITH PASSENGER THAT BAGGAGE MAY REMAIN AT THE DEPOT AND THAT THE FORMER WILL SEE TO IT UNTIL IT CAN BE SENT FOR.

The facts in the late case of *Curtis vs. The Avon, Genesee and Mount Morris R. R. Co.*, (49 Barb., 148) was briefly as follows: The plaintiff's minor son, a cripple, unable to carry his baggage, was placed on board the defendant's cars at Avon, and his fare paid to Mount Morris; on arriving at that place, the son informed the baggage man that he could not take away his baggage until he could go home and his father would come after it. The plaintiff was not at home when his son arrived, on Saturday afternoon, but came home between that time and Monday, and on Monday morning went to the station for the baggage and it was not to be found. The keeper of the station house had put the baggage into the room occupied by passengers, where they usually left baggage and allowed any person to take baggage away. The doors were open in the day time, and the station man was absent occasionally, from the room. There was a warehouse attached to the depot, but the baggage was not put into the warehouse.

On the trial the plaintiff proposed to show what was said to the plaintiff, the principal witness, by Booth, the company's agent, at the depot, who takes charge of the station.

The decision of the court was rendered by Johnson, J.—The objection to the inquiry made of Booth and his answer was not well taken. Booth was the defendant's agent, and had charge of the depot and freight therein, at Mount Morris, when the baggage in question was lost. He was the proper person to inquire of, and his answer is part of the evidence of the loss. It is clearly *res gestæ*. So in regard to the arrangement between the plaintiff's son and Leming, the baggage master, that the baggage might remain at the depot, and he would see to it, till it could be sent for. (*McCotter vs. Hooker*, 4 Seld., 497.) But were this otherwise, the error would be cured, a both these agents were used as witnesses on behalf of the defendant, and testified to the same facts precisely and to nothing different in any essential particular.

The evidence to show that the plaintiff's son was lame and unable to take charge of his baggage

personally, was properly received. It tended to prove that he was guilty of no negligence in not calling for and taking charge of his baggage upon the arrival at his place of destination; and also, a good reason for making the arrangement, with the defendant's agents, that it should remain in the defendant's custody until called for.

Upon the merits, the defendant's liability was correctly determined. The case of *Roth vs. Buffalo and State Line R. R.* (84 N. Y. Rep. 548.) settles the rule, that where a passenger on arriving at his destination, neglects to look after his baggage and negligently leaves it, without any arrangement that the carrier shall retain it for him and it is lost while thus situated, without fault on the part of the carrier, he is not liable. In the present case, there was no delivering of the baggage by the defendant, and no neglect to claim it, or to inquire for it, by the plaintiff's son. On the contrary, it was retained by the defendant on request, until it could be sent for. In this respect, the case is nearly identical, in its facts, with that of *Powell vs. Myers*, (26 Wend., 591) which is not overruled in *Roth vs. State Line R. R. Co.*, but is on the contrary conceded to be good law. Upon the undisputed facts of the case, the defendant's liability, as common carrier of the baggage in question, continued after such baggage was taken from the cars, and until it was delivered or tendered to the owner. The judgment must, therefore, be affirmed.

(Monroe General Term, June 3, 1867.)

Georgia Air Line Railroad.

An act to Loan the Credit of the State to the Georgia Air Line Railroad Company, and for other purposes:

Whereas, The Georgia Air Line Railroad, a road chartered by the Legislature of the State of Georgia, to be built from the city of Atlanta, in this State, to the South Carolina State Line, in the direction of Anderson C. H., in said State, is a work of great general, as well as local value and importance to a large portion of the good people of this State; and whereas, the State of South Carolina has chartered a Railroad Company to effect the extension and continuous construction of said Railroad through that State; and whereas, the building of said Georgia Air Line Railroad will be of incalculable benefit to the State of Georgia, by developing the resources of a large and valuable portion of the State hitherto unprovided with Railroad advantages, and with its proposed Eastward connections, will open an important and necessary link in a great through trunk line between the North and South, and the Atlantic and Pacific States.

SEC. 1. Be it enacted by the Senate and House of Representatives of the State of Georgia in General Assembly convened, That from and after the passage of this act, whenever the Georgia Air Line Railroad Company shall have completed and fully equipped twenty continuous miles of road, at either or both ends of its line, it shall be the duty of the Governor of the State, and is hereby required, for and in behalf of the State, to indorse the guaranty of the State on the first mortgage bonds of said Railroad Company, to the extents of twelve thousand dollars (\$12,000) per mile for that portion thus finished, completed and equipped, and when a second section of twenty miles is completed and equipped, it shall be the duty of the Governor, and he is hereby required, to indorse the like guaranty on the said first mortgage bonds of the said Railroad Company, upon the presentation of said bonds by said company to the extent of twelve thousand dollars (\$12,000) per mile for the second section of twenty miles; and this rate and extent of indorsement shall be continued upon the same conditions for each sub-

sequent section of twenty miles, until said railroad is completed. It being the true intent and meaning of this act, that the State shall indorse the first mortgage bonds of said railroad company to the extent of twelve thousand dollars (\$12,000) per mile for each mile of company's line, within this State, whenever said railroad company shall prepare and execute said first-mortgage bonds, and shall make request for such indorsement of guaranty thereof as aforesaid.

SEC. 2. *Be it further enacted*, That if the last section of said railroad shall be less than twenty miles, the indorsement shall be at the said rate of twelve thousand dollars (\$12,000) per mile.

SEC. 3. *Be it further enacted*, That before any such indorsement shall be made, the Governor shall be satisfied that so much of the road as the said indorsement shall be applied for, is really finished and in complete running order, and that said road is free from all mortgages or other legal incumbrances, which may, in any manner, endanger the security of the State, and upon the further condition, and express understanding, that any indorsement of said bonds as aforesaid, when made, shall not only subject all property of every kind, within this State, which may be purchased with said bonds, to the obligation of said first-mortgage lien until all the principal and interest due on the bonds so indorsed shall be paid; but the said indorsement shall be, and is hereby, understood to operate as a prior lien or mortgage on all of the property of the company to be enforced as hereinafter provided for.

SEC. 4. *Be it further enacted*, That in the event any bond or bonds indorsed by the State as provided in the first section of this act, or the interest that may accrue and become due thereon, shall not be paid by said railroad company at maturity or when due, it shall be the duty of the Governor, upon information of default by any holder of said bond or bonds, to seize and take possession of all the property of said railroad company, and apply the earnings of said road to the extinguishment of said unpaid bond or bonds, or coupons, and may, at his discretion, upon continued default in such payment by said company for the period of six months, sell the said road and its equipments, and other property belonging to said company, or any portion thereof, in such a manner and at such time as in his judgment may best subserve the interest of all concerned.

SEC. 5. *And be it further enacted*, That no railroad company in this State shall, under any pretext, sell or dispose of any bonds issued to it by the State, or any of its own bonds indorsed by the State, at less than ninety cents in the dollar in lawful money of the United States, and in case any such company to which the State has or may extend its aid, has or may, by any direct contract, or by any evasion or pretext, sell or dispose of, or attempt to sell or dispose of any bonds issued or indorsed by the State as aforesaid, for less than ninety cents in the dollar, it shall be the duty of his Excellency the Governor to withhold all further issue of bonds to such company, and all further indorsement of the bonds of such company; and any citizen or taxpayer in this State may appeal to the courts in his own name, to restrain such illegal use of the bonds so issued or indorsed to said company, and to discover the fraudulent or illegal use made of such bonds, by reason of which the credit of the State may be depreciated and the burdens of the citizens increased, and said indorsement shall in no case exceed the amount per mile already invested by stockholders or private persons, and actually paid in by stockholders, nor shall said indorsement exceed one million five hundred thousand dollars in any event.

SEC. 6. That all laws and parts of laws in conflict with this act, be, and the same are hereby repealed.

Approved, September 21, 1868.

BURRIS B. BULLOCK, Governor.

The Naugatuck Railroad Co. is erecting an engine house and turn table at Ansonia.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.		
	1867.	1868.
Manufactures of wool....	\$2,287,098	\$2,067,178
" cotton....	676,186	819,329
" silk....	1,702,845	2,185,399
" flax....	729,001	817,589
Miscellaneous dry goods..	513,360	481,371

Total entered for consump. \$5,908,490 \$6,370,866

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool....	\$1,874,133	\$1,671,631
" cotton....	274,207	288,718
" silk....	564,851	457,181
" flax....	408,083	343,989
Miscellaneous dry goods..	122,647	83,286

Total withdrawn from warehouse.... \$3,243,421 \$2,844,755

Add entered for consump. 5,908,490 6,370,866

Tot. thrown on the market.. \$9,151,911 \$9,215,621

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool....	\$745,863	\$1,060,582
" cotton....	120,965	246,908
" silk....	219,125	329,442
" flax....	255,576	373,805
Miscellaneous dry goods..	101,204	76,165

Total entered for wareh'g. \$1,442,733 \$3,086,902

Total entered for consump. 5,908,490 6,370,866

Total entered at the port. \$7,351,223 \$8,457,768

The imports of foreign dry goods at New York for nine months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	\$14,687,684	\$12,553,972
" cotton....	9,108,200	8,350,246
" silk....	10,371,566	14,143,485
" flax....	6,816,014	6,593,952
Miscellaneous dry goods..	4,886,830	4,610,518

Tot. entered for consump. \$45,869,794 \$46,252,123

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	\$14,817,891	\$9,921,875
" cotton....	5,776,343	3,428,777
" silk....	6,018,942	3,467,208
" flax....	5,554,246	3,821,529
Miscellaneous dry goods..	1,322,537	1,316,534

Total withdrawn from warehouse.... \$33,489,959 \$21,955,923

Add entered for consump. 45,869,794 46,252,123

Total thrown on the market..... \$79,359,753 \$68,208,046

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool....	\$13,095,746	\$9,160,588
" cotton....	4,873,951	3,038,395
" silk....	4,572,382	3,510,025
" flax....	3,656,614	2,935,414
Miscellaneous dry goods..	1,322,615	1,276,200

Total entered warehouse. \$27,521,308 \$19,920,622

Add entered for consump. 45,869,794 46,252,123

Total entered at the port. \$73,391,102 \$66,172,745

The Fort Wayne, Muncie and Cincinnati Railroad will be in operation in about a year. The City Council of Fort Wayne have voted to advance one hundred thousand dollars to the road as soon as it is in running order between that city and Bluffton, and Muncie and other towns along the line of the road have made liberal donations.

Manassas Gap Railroad.

The Manassas Branch of the Orange, Alexandria and Manassas Railroad was, before the war an independent road, extending from its junction with the Orange and Alexandria Railroad, to Strasburg, Shenandoah County, a county adjoining Frederick County, in which, at Winchester, the railroad from Harper's Ferry (worked by and in connection with the Baltimore and Ohio road) terminates, a short extension of which would unite it with the Manassas. Since then the road has become a branch of the Orange and Alexandria Railroad, a road which unites Alexandria and Lynchburg and connects with the Virginia and Tennessee road, and through it with the whole network of Southwestern railroads. The Manassas Branch of the Orange and Alexandria Railroad pursues a course somewhat northwardly from Manassas Junction; crossing the Blue Ridge at Manassas Gap, and traversing Warren County, and a portion of Shenandoah, it makes a turn almost at right angles near Strasburg, and thence proceeds southwestwardly almost through the centre of Virginia Valley. The cars on this road are now running to Mount Jackson, in Shenandoah County, and the road is expected to reach Harrisonburg, the county seat of Rockingham County, by the first of December. This place is twenty-five miles northeast of Staunton, the county seat of Augusta.

Interest on Virginia State Bonds.

The Governor of Virginia, in reply to a communication referred to him by the General commanding the first military district, in reference to the payment of interest on the State bonds, says: "I am informed and believe that when the Legislature provided for levying a tax of thirty cents on the one hundred dollars, with which to pay two per cent. semi-annually, it was not anticipated that the arrangement should extend beyond the year 1867, or the 1st of January, 1868. After that period it was supposed the improved condition of the State would warrant a much higher rate of taxation. * * All that can be expected to be done with the present means, and out of the tax already assessed, is to pay current expenses and two per cent. upon the bonded debt on the 1st of January next. I would, however, respectfully recommend that an additional assessment be ordered of twenty cents on the \$100, to be immediately collected, which, with the surplus which will probably be on hand on the 1st of January, would enable the State to pay at that time an additional two per cent. which was due on the 1st of July, 1868.

Erle Railway.

The annual election of directors of this company was held on the 18th inst., when the following gentlemen were unanimously chosen directors for the ensuing year: Jay Gould, Alexander S. Diven, James Fisk, Jr., Frederick A. Lane, J. C. B. Davis, Wm. M. Tweed, Peter B. Sweeney, Daniel S. Miller, Jr., Homer Ramsdell, John Hilton, George M. Groves, John Ganson, Chas. G. Sisson, O. W. Chapman, Henry Thompson, William B. Skidmore, George M. Diven. Subsequently Jay Gould Esq., was re-elected president, and A. S. Diven, Esq., vice-president. The vote is said to have been the largest ever polled in the history of the company on a similar occasion.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of September, as compared with the same period of the year 1867:

	1868.	1867.
From freight.....	\$476,525 01	\$405,129 19
" passengers.....	258,638 96	239,743 63
" express matter...	10,257 00	7,987 50
" mail.....	7,825 00	7,825 00
" rent of railway...	7,083 34	7,083 34
" miscellaneous....	1,000 00	1,268 16
Total.....	\$761,329 31	\$669,036 82
Expenses.....	451,968 88	383,945 18

Net earnings.....\$309,360 93 \$285,091 69

This shows an increase in earnings of \$92,292 49; with an increase in expenses of \$68,023 25—making the increase in net earnings, \$24,269 24.

The earnings and expenses, from January 1 to September 30, compare as follows:

	1868.	1867.
Earnings.....	\$5,768,702 28	\$5,193,000 45
Expenses.....	3,628,758 27	3,596,944 77

Net earnings.....\$2,139,944 04 \$1,596,055 68

This shows an increase in earnings of \$575,701 83; with an increase in expenses of \$31,813 50—making the increase in net earnings, \$543,888 33.

Toledo, Wabash and Western Railway.

The following gentlemen have been elected directors of this company for the ensuing year: A. Boody, A. M. White, A. B. Baylis, J. H. Knox, Wm. Kidd, J. R. Jesup, W. J. Schenck, T. R. Butler, Wm. Mason, C. M. Smith, C. A. Savage, James Spears, George C. Ireland, W. Colburn, and J. N. Drummond. The officers are: A. Boody, President; Warren Colburn, Assistant President; J. N. Drummond, Vice President; Secretary and Treasurer, George H. Burrows; General Superintendent, C. H. Pierce.

CARS FOR SALE.

2 New 60-Seat Passenger Cars, Raised Roof, 48½ gauge, ready for delivery. Also Freight Cars.

WM. H. PETT, 72 Wall st.

CEDAR TANKS

For Railroads, Factories, Private and Public Buildings, &c. Manufactured by

GEO. J. BURKHARDT & CO.,

Broad & Buttonwood Sts.,

(Opposite Baldwin Locomotive Works.)

PHILADELPHIA.

Work shipped to all parts of the United States.

English Copper Co. Rails.

1,500 TONS of this well-known make, 56 lbs. per yard, "Erie" pattern, here and to arrive, for sale by

HEYERDAHL, SCHONBERG & CO.,

22 William street, New York.

2,000 TONS FISH-BAR RAILS, 56 lbs. per yard, of approved English make and section, for sale to arrive at this port.

Destination can be changed to Southern port if desired.

HEYERDAHL, SCHONBERG & CO.,

22 William street, New York.

TEN NEW DUMP CARS, For Coal, Ore, or Gravel.

Body 11+8. Corner Posts, Bottom and Sides of Iron. 33 in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

WILLIAMS, PAGE & CO.,

91 Water st., Boston.

PROPOSALS.**NOTICE TO RAILROAD CONTRACTORS.**

OFFICE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY, ONEIDA, N. Y., September 14, 1868.

SEALED PROPOSALS will be received at the Office of the Company in Oneida, N. Y., until the 30th day of October, 1868, at noon, for the GRADING, MASONRY and BRIDGING of that portion of the New York and Oswego Midland Railroad, extending from Sidney Plains to the village of Walton, in Delaware County, a distance of about 22 miles. Also, for that portion of the line from Westfield Flats to Centerville, in Sullivan County, a distance of about 25 miles.

Proposals will also be received at the same time and place, for the Grading, Masonry and Bridging of the Delhi Branch, extending from the Main Line at Walton to Delhi, in Delaware County, a distance of about 16 miles.

The company will entertain separate proposals for Bridging only, both on the Main Line and Branch. Plans, Profiles and Specifications will be ready for examination at the office of the Resident Engineer, in the village of Walton, for that portion of the line in Delaware County, including the Delhi Branch, on and after the 20th day of October next, and also at the office of the Resident Engineer in Middletown, Orange County, for that portion of the line in Sullivan County, at the same date.

Contractors who may desire to examine the work will receive all necessary information at the respective offices of the Resident Engineers above named.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer. 5139

PROPOSALS FOR \$40,000 MARKET STOCK.

Sealed proposals will be received at the Comptroller's office until Tuesday, October 20, 1868, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of forty thousand dollars of market stock authorized by chapter 203, Laws of 1868, and by an ordinance of the Common Council, approved by the Mayor September 25, 1868.

Said stock is to be issued for the purpose of providing means for the completion of the market upon the land lying between Sixteenth and Seventeenth streets and avenue C and East River, and will bear interest at the rate of seven per cent. per annum, payable semi-annually, on the 1st day of May and November, in each year, and the principal will be redeemed on the 1st day of May, 1897.

The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premium thereon.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payments.

Each proposal should be sealed and endorsed "Proposals for market stock," and enclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids if the interests of the corporation require it.

RICHARD B. CONNOLLY, Comptroller.
CITY OF NEW YORK, DEPARTMENT OF FINANCE, September 26, 1868. 3140

HERMANN BOKER & CO.,**NEW YORK;**

Agents for

Funcke & Elbers Steel and Iron Works,

HAGEN, PRUSSIA.

Specialty:

Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and

Absolute Safety Against Breaking.

(If required a five-fold exchange guaranteed against breakage.) 6m39

Steel and Iron Rails,

American, English & German,

FROM WORKS, YARD OR

EUROPEAN SHIPPING PORT,

For sale by

HEYERDAHL, SCHONBERG & CO.,

Successors to Heyerdahl, Kettell & Co.,

22 William st., New York.

ONE OF THE

BEST INVESTMENTS.

THE

First Mortgage Bonds OF THE UNION PACIFIC

RAILROAD COMPANY.

850 Miles Completed.

A limited amount of the First Mortgage Bonds of the Union Pacific Railroad Company are offered to the public, as one of the safest and most profitable investments.

1. They are a first mortgage upon the longest and most important railroad in the country.

2. By law they can be issued to the Company only as the road is completed, so that they always represent a real value.

3. Their amount is limited by act of Congress to Fifty Million Dollars on the entire Pacific line, or an average of less than \$30,000 per mile.

4. Hon. E. D. Morgan, of the United States Senate, and Hon. Oakes Ames, of the United States House of Representatives, are the Trustees for the bondholders, to see that all their interests are protected.

5. Five Government Directors, appointed by the President of the United States, are responsible to the country for the management of its affairs.

6. Three United States Commissioners must certify that the road is well built and equipped, and in all respects a first class railway, before any bonds can be issued upon it.

7. The United States Government lends the Company its own bonds to the same amount that the Company issues, for which it takes a second mortgage as security.

8. As additional aid, it makes an absolute donation of 12,800 acres of land to the mile, lying upon each side of the road.

9. The bonds pay six per cent. in gold, and the principal is also payable in gold.

10. The earnings from the local or way business were over FOUR MILLION DOLLARS last year, which, after paying operating expenses, was much more than sufficient to pay the interest. These earnings will be vastly increased on the completion of the entire line in 1869.

12. No political action can reduce the rate of interest. It must remain for thirty years—six per cent. per annum in gold, now equal to between eight and nine per cent. in currency. The principal is then payable in gold. If a bond, with such guarantees, were issued by the Government, its market price would not be less than from 20 to 25 per cent premium.

As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices. No other corporate bonds are made so secure.

13. The issue will soon be exhausted. The sales have sometimes been half a million a day, and nearly twenty millions have already been sold. About ten millions more may be offered. It is not improbable that at some time not far distant, all the remainder of the bonds the Company can issue will be taken by some combination of capitalists and withdrawn from the market, except at a large advance. The long time, the high gold interest, and the perfect security, must make these bonds very valuable for export.

All the predictions which the officers of this Company have made in relation to the progress and business success of their enterprise, or the value and advance in the price of their securities, have been more than confirmed, and they therefore suggest that parties who desire to invest in their bonds will find it to their advantage to do so at once.

The price for the present is 102 and accrued interest at 6 per cent., from July 1, 1868, in currency.

Subscriptions will be received in New York At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,

No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

OCT. 6, 1868.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails. Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,**58 OLD BROAD STREET,**

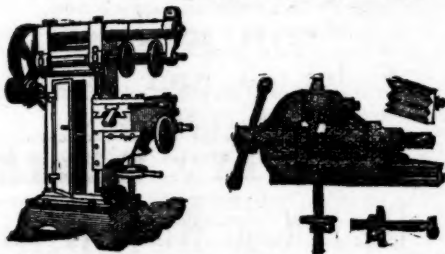
for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,

69 & 71 Broadway, New York.

UNION VISE COMPANY,

61 Water Street, Boston, Mass.



Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,500 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.**A. H. BRAINARD, Supt.****Godeffroy Brancker & Co.**

42 Exchange Place, New York,

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by

G. ARNDT & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m33

Intercolonial Railway!**TO CONTRACTORS.**

THE Undersigned is instructed by the Government of Canada to inform intending Contractors that at an early day orders will be invited for the execution of certain portions of the INTERCOLONIAL RAILWAY, between River du Loup and Rimouski, in the Province of Quebec, between Truro and Amherst, in the Province of Nova Scotia, and between Dalhousie and Bathurst, in the Province of New Brunswick.

It is intended to let the work in Sections or Divisions, ranging from 15 to 35 miles, according to the situation and local circumstances.

The surveys are now in progress, in part completed, and the object of this notice is to afford intending contractors ample opportunity of examining the ground at once.

The Plans, Profiles, Specifications, Conditions of Contract, Forms of Tender, and other documents required for the information and guidance of Contractors, are now being prepared, and when ready, of which due notice will be given, will be seen at the Railway Engineer's Office, in Halifax, St. John, Dalhousie, Rimouski, River du Loup and Ottawa.

SANDFORD FLEMING,
Chief Engineer.

Intercolonial Railway Office,
Ottawa, Sept. 12, 1888.

1142

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Every variety of Fittings

FOR STEAM AND GAS WORKS.

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Of every Description.

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RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,

6m38

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RAILROAD TIES.

100,000 Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.

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3m33

251 West street, N. Y.

THE**NOVELTY IRON WORKS,**

NEW YORK,

FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron

Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS

OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

Stationary, River, Marine, Side-Wheel and Propeller Engines;

Rollers, Boiler Iron Work, Tanks, Bulkheads, &c.;

Blowing and Pumping Engines;

Sugar Mills, Engines, Clarifiers, Kettles, Vacuum Pans;

Steam, Vacuum and Water Gauges, Indicators, Registers, &c.;

Steam Pipe, Whistles, Cocks, Valves, &c.

Hydrostatic Lever, Screw, Cotton, Oil and other Presses;

Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.

Extensive stock of Patterns of Spur, Bevel and Mitre

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Gear and Wheel Book furnished on application.

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A FIRST CLASS LOCOMOTIVE WORKS, well located, capable of manufacturing 60 Locomotives per annum. Inquire of

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American Railroad Journal.

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RUBBER WORKS.

C. V. MEAD & Co.,

Manufacturers of Superior Quality

OF

INDIA RUBBER

CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 15, 1888.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 12,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

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R. L. HUTCHINSON,

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Prepared expressly for all classes of MACHINERY.

The cheapest reliable lubricator in the market.

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At Half the Cost of Linseed,

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Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co.

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By their improved Machinery are enabled to offer

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WITH CONTINUOUS BASE AND LIPS

The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

All orders will receive prompt attention. Samples sent on application.

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Safety Railroad Switch. HARRISBURG FOUNDRY

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the MAIN TRACK IS NEVER BROKEN, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,

Box No. 2745 Philadelphia, Pa.

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

ESTABLISHED 1821.

RAILROAD UPHOLSTERY GOODS.

Plushes. Reps, Damasks, Curled Hair, Car-Seat Duck, CAR-SEAT SPRINGS, AND ALL UPHOLSTERERS' SUPPLIES.

HEAD LININGS MADE TO ORDER.

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CIVIL ENGINEER,

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THE NOVELTY IRON WORKS,NEW YORK,
Manufacture**Iron Piers and Bridges.**

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MANUFACTURED BY

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INCLINED PLANES, MINING,
STANDING SHIP RIGGING,
SUSPENSION BRIDGES, FERRIES,
STAYS AND GUYS ON DERRICKS,
CRANES & SHEARS, ELEVATORS,
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For strength, size and cost see circular, which will be sent on application.

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TURN TABLES.**F. C. LOWTHORP,**

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Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.

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Rolled or Hammered Car Axles, Bar Iron and Forgings.

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Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, etc.

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